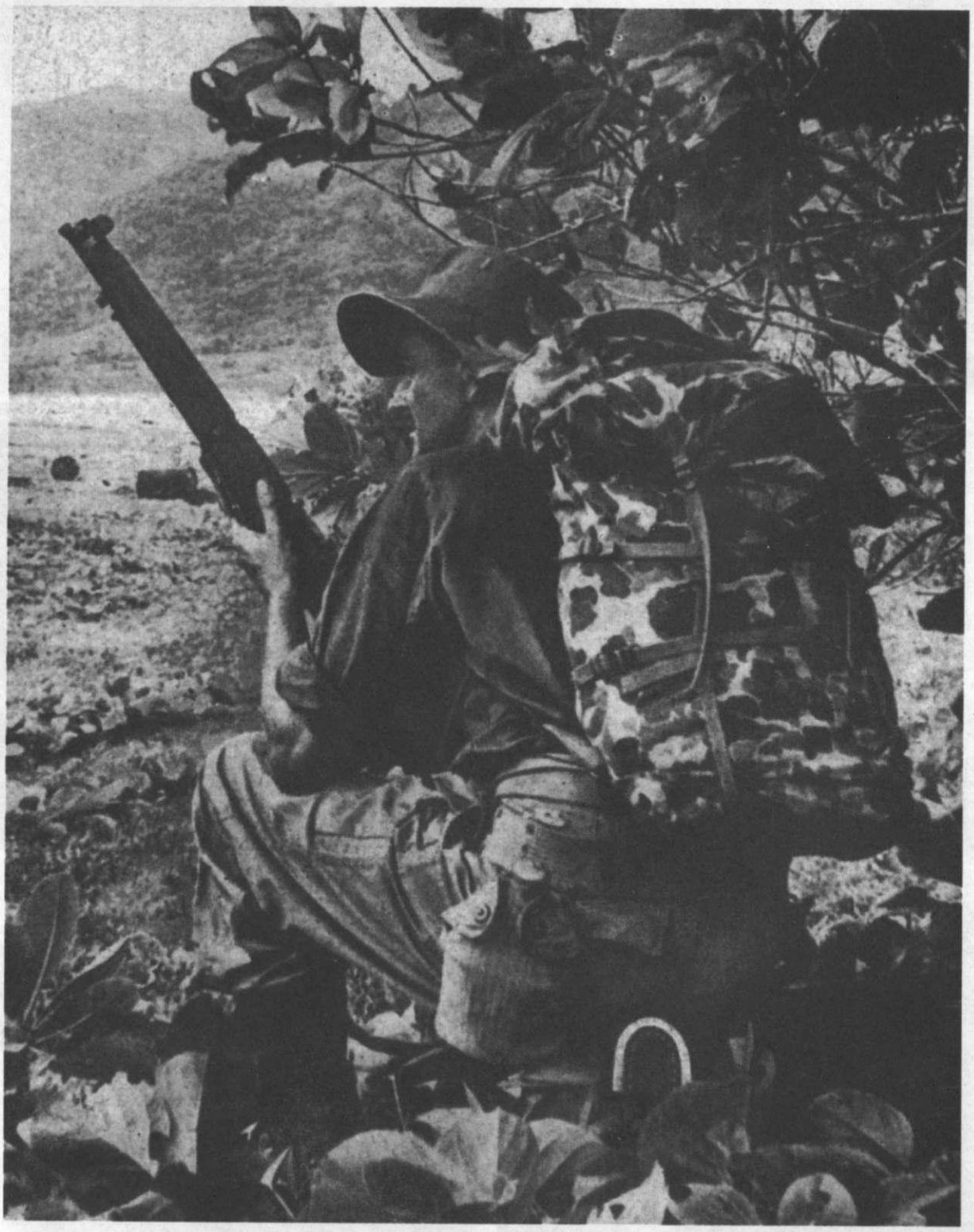
Vol 9 **The War Illustrated** No 209

SIXPENCE

Edited by Sir John Hammerton

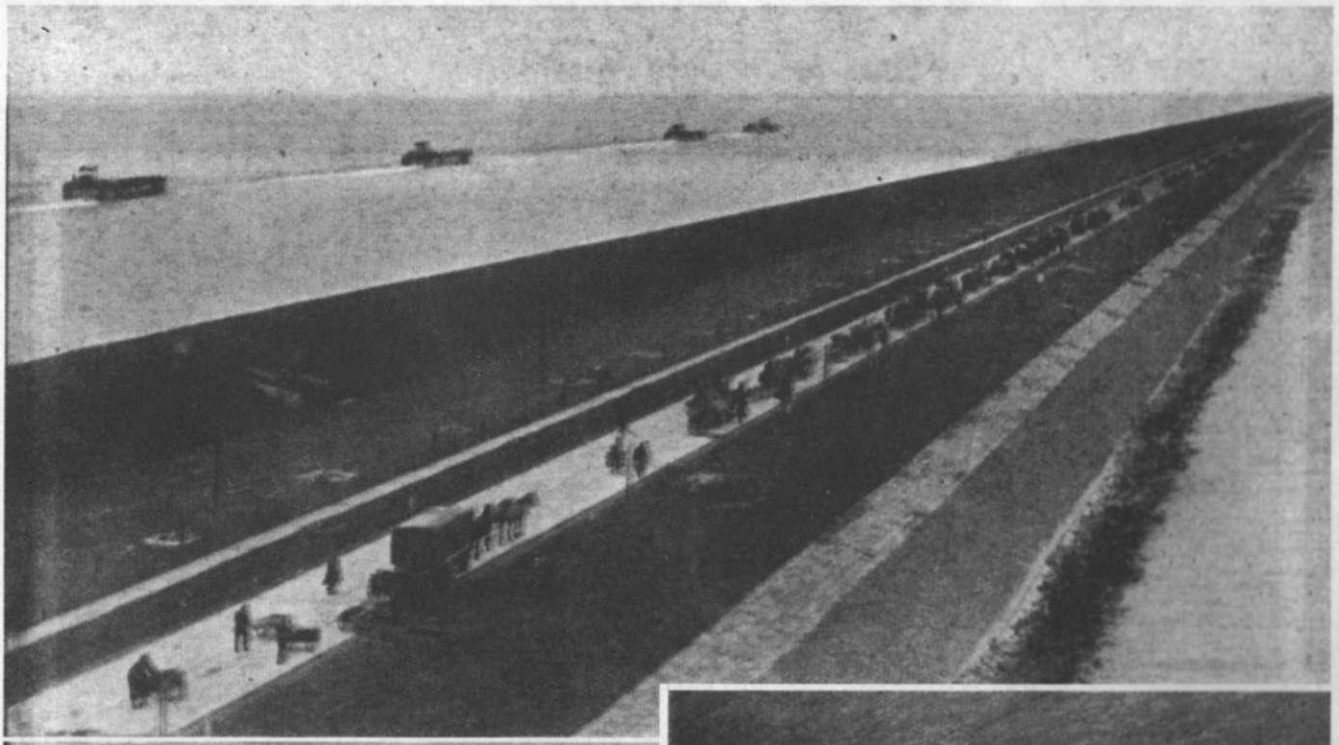
JUNE 22, 1945

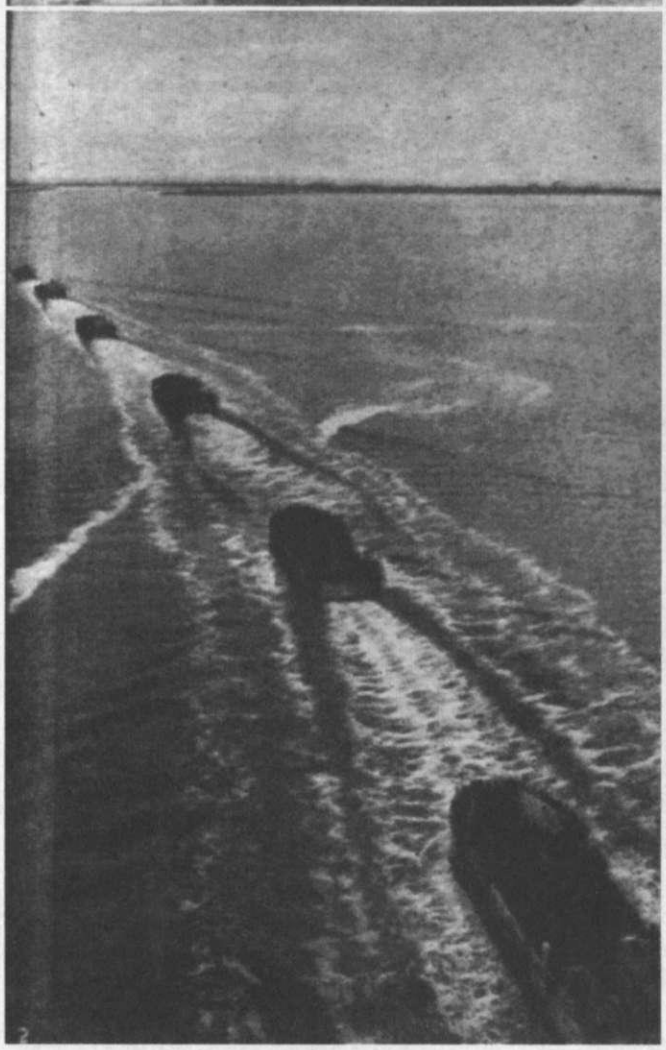


AUSTRALIAN SOLDIER IN NEW GUINEA prepared to advance at But in the Aitape sector (captured early in April 1745), where the Japanese, in caves and foxholes, had to be exterminated with flame-throwers. Cape Moem, last enemy stronghold in Wewak, fell on May 24. Aussies have been fighting the Japanese on New Guinea since the enemy invasion in January 1942; the famous 6th Australian Division was engaged in specially desperate coastal and inland fighting during the first five months of this year. See also illus. page 103.

NO. 210 WILL BE PUBLISHED FRIDAY, JULY 6

Inglorious Was Their Exit from the Netherlands





BY LAND AND WATER THE DEFEATED WEHRMACHT LEFT HOLLAND, some on foot, some in horse-drawn vehicles, across the great causeway linking Den Helder and Harlingen ; others were waterborne over the Zuyder Zee (1). They were the remnants of the Nazi Netherlands occupation army of 110,000, making their way to the Reich for demobilization. British landing craft helped in the evacuation (2 and 3). Less fortunate war fugitives were only too glad to "stumble" a lift on circus trailers (4)

Photos, Planet News

With Our Armies Today

By MAJOR-GENERAL
SIR CHARLES GWYNN
K.C.B., D.S.O.

I PROPOSE in this article to try to give a connected account of the brilliant and elaborate campaign which has resulted in the reconquest of the greater part of Burma and the capture of Rangoon, for it has not been easy to follow. It will be remembered that by the end of the monsoon in the late autumn last year, General Stilwell's Chinese troops in the north, assisted by Lentaigne's long-distance penetration group and Merrill's Marauders, had captured Myitkyina and were well on their way to Bhamo covering the construction of the new road from Ledo. West of the Irrawaddy his 36th British Division had also advanced down the Myitkyina-Mandalay railway to the neighbourhood of Indaw.

In the centre, the Japanese offensive into Manipur had been heavily defeated and driven across the Chindwin by General Slim's 14th Army ; and in the Arakan district the end of the monsoon had made a resumption of operations practicable for his troops in that area. It was evidently the intention to continue the offensive during the dry season on an increased scale ; but few believed that, with ever-lengthening lines of difficult communications, it would be possible to employ sufficient forces to effect the reconquest of Burma without a concurrent amphibious operation in the south, for which shipping was not available.

IT was generally believed that the main object would therefore be to reconquer northern Burma in support of Stilwell's operations and possibly reach Mandalay. It is now clear, however, that S.E.A.C. envisaged from the first the recapture before the next monsoon not only of Mandalay but of Rangoon, over 300 miles to the south. The immense expansion of air transport services was the trump card relied on to overcome lack of adequate land communications.

General Slim's command included Stopford's 33rd and Messervy's 4th Corps in the centre, and in the Arakan district Christison's 15th Corps and West African Divisions. A strong Allied air force was available to co-operate, and native levies provided a valuable partisan force. His plan, broadly, was for the 15th Corps and West African Divisions, assisted by a number of amphibious operations organized by the Royal Navy, to clear the Arakan coast ; the first objective being the capture of the port and airfields of Akyab in order to provide a base from which air transport could work at shorter range. The 33rd Corps was to clear north Burma between the Chindwin and Irrawaddy, closing on to Mandalay. The 4th Corps advancing west of the Chindwin apparently formed a strategic reserve to be used as the situation developed. On the left, Stilwell's forces were to capture Bhamo and open the road thence to the old Burma Road about Lashio. It would then operate westwards to clear the road and railway towards Mandalay.

DESPERATE Jap Efforts to Cover the Approaches to Mandalay

In October 1944 the 19th Indian Division (Rees) crossed the upper Chindwin and struck eastwards across the mountains to the Irrawaddy, which it reached south of Indaw, making contact with Stilwell's 36th Division by mid-December. Thence it worked southwards along the Irrawaddy and established two bridge-heads on the east bank 60 miles north of Mandalay by mid-January.

Meantime, the 11th East African Division had captured, on Dec. 2, Kalewa, the last Japanese stronghold on the west bank of the Chindwin, and two days later established a bridge-head on the east bank, to which the sappers soon constructed a 300-yard Bailey bridge—a notable feat. The 2nd and 20th Divisions crossed over, and working through hilly country by the New Year emerged into the north Burma plain where tanks could operate. The 20th Division (Gracey) took Yeu, at the terminus of a branch railway from Mandalay, and then struck south-west along that line to Monywa, an important Japanese centre on the Chindwin.

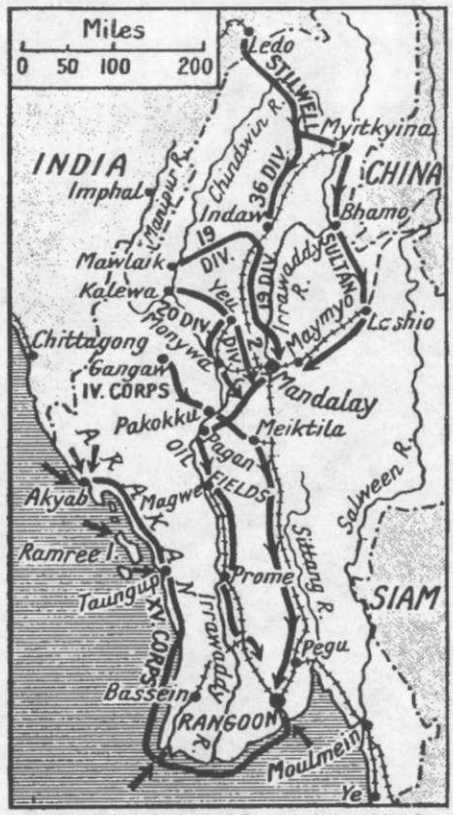
It had been expected that the Japanese would fight desperately here to cover the approaches to Mandalay, and actually it took some days to drive them out of Monywa ; but it now became plain that their main stand would be made on the Irrawaddy where it runs from east to west passing Mandalay. And in pursuance of that policy they made violent but fruitless attempts to drive the 19th Division out of the bridge-heads it had established across the river.

EMPIRE'S WAR CASUALTIES

FROM Sept. 3, 1939, to the end of Feb. 1945 (a total of 66 months) the armed forces of the British Commonwealth and Empire suffered 1,128,315 casualties, that figure including 307,201 deaths, stated Mr. Churchill on May 29. This compares with the First Great War total (for 52 months) of 3,286,090, including 996,230 deaths.

Additional losses in this war, caused to the civilian population of Great Britain by enemy bombardment : 60,585 killed ; 86,175 seriously injured ; slightly injured, upwards of 150,000.

By the end of January, Stopford's three Divisions were in position to initiate a converging attack on Mandalay. The 20th Division, working down the Chindwin from Monywa, reached the Irrawaddy and forced a crossing on the night of Feb. 13, 40 miles below Mandalay, by a surprise attack.



RANGOON, capital of Burma, fell on May 3, 1945—after being over three years in Japanese hands—as the result of a combined operation involving the landing of seaborne and airborne troops and units of the 14th Army advancing from the north. A description of the campaign which led to the fall of this great port is given in this page. PAGE 99

Having already had their river position turned on the right by the 19th Division, the Japanese Command fully realized the imminent danger of this threat to their left, and for six days counter-attacked violently. But while they were thus occupied the 2nd Division (Nicholson) closed up to the river and crossed still nearer to Mandalay. Thus all three divisions were across the river and in a position to encircle and close in on the city. The 19th Division early in March broke out of its bridge-head and reached the outskirts of the city by March 8. Fully occupied with opposing the other two divisions, the Japanese could only spare troops to hold its moated and fortified citadel of Fort Dufferin.

GENERAL SULTAN'S Successes Led to Great Slaughter of the Enemy

There they held out till March 20, when they withdrew in consequence of a new danger that threatened their whole army. While they had been engaged by the 33rd Corps, the 4th Corps (Messervy) advancing down the Gangaw valley had reached the Irrawaddy at Pakokku, where the river turns south below its confluence with the Chindwin. After crossing the river here and capturing Pagan, the ancient capital of Burma, Messervy thrust an armoured column eastward to Meiktila. Airfields were captured and the column was reinforced by airborne troops.

Caught in a trap, the Japanese fought desperately throughout March in what was the decisive battle for central Burma. They attempted to hold off the 33rd Corps, while at the same time they tried to recover the airfields Messervy had seized, and on which he depended for the supply of his force. Their position was made all the more desperate by successes General Sultan (who had succeeded Stilwell) had gained. Having captured Bhamo and Lashio and linked up with the Burma Road he had turned westwards towards Mandalay and taken Maymyo, cutting Japanese escape routes eastward. The slaughter was now on, and the Japanese Army was soon reduced to a number of separate ill-equipped groups seeking escape.

IT will be seen that the 4th Corps was across the front of the 33rd Corps, and when the latter was ready to advance south it passed behind the 4th Corps and undertook the capture of the oilfields in the Irrawaddy valley. The 4th Corps—more highly mechanized—on the other hand, was ready to push south from Meiktila by the main road to Rangoon ; and in the second half of April its advance began at all speed in order to capture the port before the monsoon broke—a matter of vital importance, for supply by air transport during monsoon weather would have been impossible. Leap-frogging his divisions Messervy brushed aside opposition, captured Pegu and reached the Rangoon area three weeks before the monsoon.

There, however, he was held up by elaborate minefields and other defences, and it was a well-timed landing by troops of 15th Corps that actually captured the port. Thus this Corps rounded off the great contribution it had made in co-operation with the Navy, to the general success of the campaign. By capturing Akyab early in January it had ensured the supply by air transport of the troops inland, and by a subsequent advance southwards and a series of landing operations had cleared the coastal area, depriving the Japanese of sources of supply and disturbing the disposition of their forces. There remains much mopping up to be done, but seldom has an elaborate plan of campaign been carried through with such brilliant success in all its main features, and although most of the formations employed belong to the Indian Army, yet it should be remembered that British troops provide more than one-third of their strength.

Great Swoop by Australians on a Borneo Isle

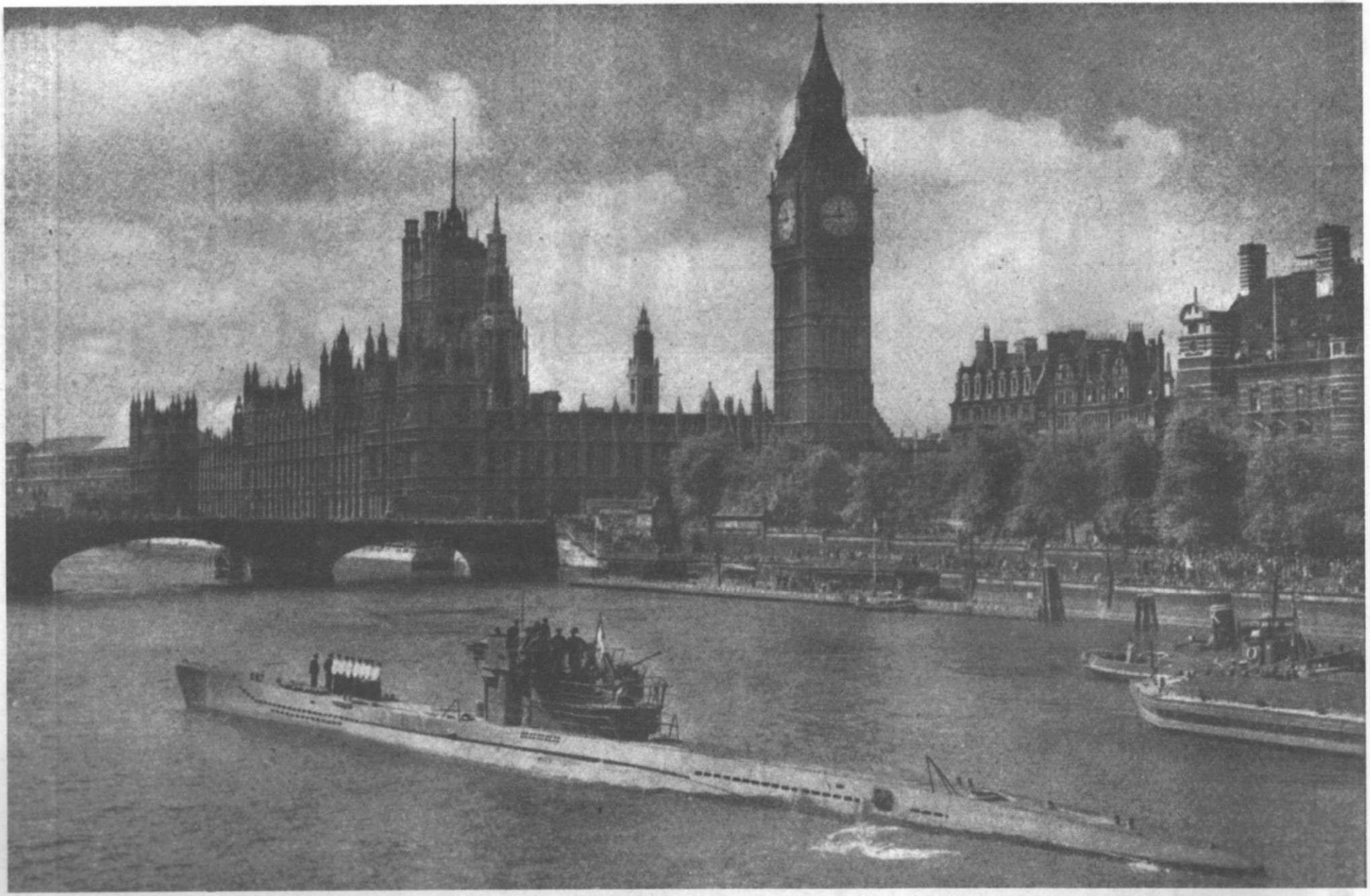
JAPANESE-HELD TARAKAN, important oil centre off the Borneo coast, was successfully invaded on May 1, 1945, by the 9th Australian Division, assisted by Dutch East Indies troops, under Maj.-Gen. G. F. Wootten. A Matilda slipped into a tank-trap (1) but was soon hauled into action; in the background a L.C.T. discharged its cargo. This gargantuan enemy periscope interested Aussie infantrymen (2). The stronghold of Tarakan Hill bristled with bunkers which all had to be winkled out (3).

Photos, Associated Press.

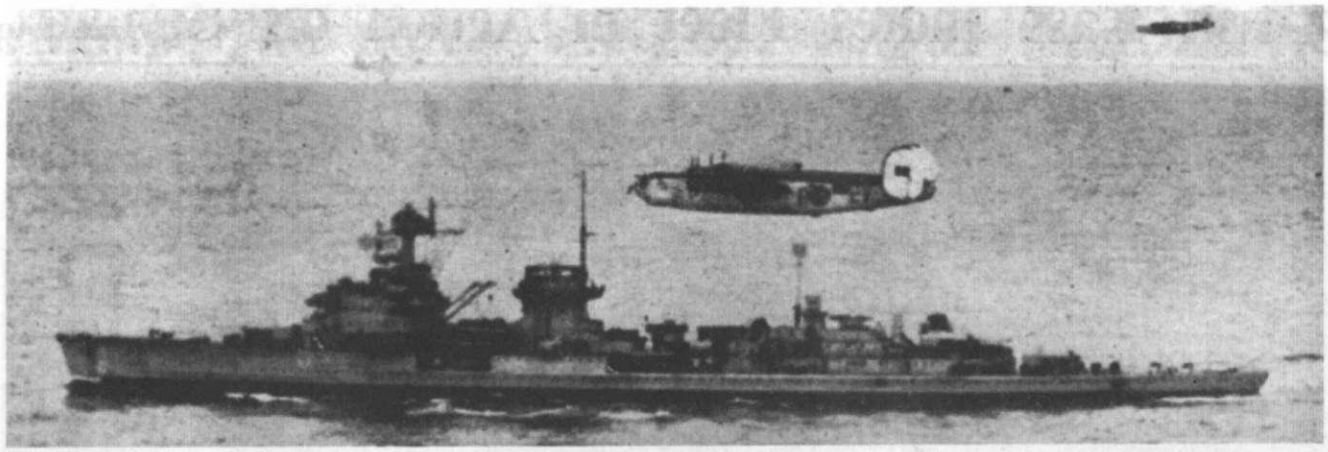
Gurkha Paratroops Dropped to Battle in Burma

FROM DAKOTAS OF EASTERN AIR COMMAND hundreds of Gurkha parachute troops were dropped on May 1, 1945, to capture coast defences at the mouth of Rangoon River and clear the way for seaborne forces that were to storm Rangoon itself (see illus. page 66). They are seen (1) preparing to emplane. Enemy destruction was rife in the oilfields (2). In Burma's third city, Prome (captured May 3), men of the 15th Indian Corps attacked across the railway (3). Rangoon civilians turned out to thank the victorious troops (4). On June 4 was announced the end of Eastern Air Command, its mission splendidly achieved. It was formed in Dec. 1943 to supply the 14th Army.

Photos, British Official



U 776 SAILED UP THE THAMES on May 22, 1945, under the White Ensign, to be on show at Westminster Bridge, which she is seen approaching. Said to be capable of travelling 10,000 miles at a surface speed of 10 knots, she had been commissioned one year, had survived only one patrol of 54 days when she surrendered, and had fired one torpedo—which missed. On her upstream voyage (see story in page 121) she was under the command of Lieut.-Comdr. P. B. Marriott, R.N., who commanded the U-boat U 570 captured in 1941 and renamed H.M.S. Graph (see page 497, Vol. 8). *Photo, Daily Mirror*



GERMAN CRUISER NÜRNBERG sailed from Copenhagen to Wilhelmshaven along with the Prinz Eugen after the surrender, her escort including R.A.F. Liberators of Coastal Command. Together with four destroyers and about 130 warships of various types, the cruisers were taken over on May 22, 1945, from Admiral O. Wurmach, Senior German Naval Officer in Denmark, by Rear-Admiral Reginald V. Holt, Senior British Naval Officer in Denmark, who on that day restored the Royal Danish Dockyard at Copenhagen to its lawful owners. *Photo, British Official*

With Our Navies Today

By
FRANCIS E. McMURTRIE

A LITTLE more information has been forthcoming recently concerning the British Fleet in the Pacific. Ships which have been taking an active part in the covering operations connected with the occupation of Okinawa are reported to have included, amongst others, H.M.S. King George V, flagship of Vice-Admiral Sir Bernard Rawlings; the Fleet aircraft carriers Indefatigable, Indomitable, Illustrious and Victorious; the Dominion cruisers H.M.C.S. Uganda and H.M.N.Z.S. Gambia; and the destroyers Troubridge, Tenacious and Termagant.

Repeated attacks have been made on the Sakishima group by the above squadron. American naval forces off Okinawa were thus able to pursue their operations without being seriously troubled by air attacks from the Sakishima direction; but as soon as the British ships were ordered elsewhere to refuel, Admiral R. A. Spruance, commanding the U.S. Fifth Fleet, was obliged to detach other forces to cover the Sakishima area. This was mentioned in the course of some remarks addressed to the ship's company of H.M.S. King George V by Fleet Admiral Chester Nimitz, U.S.N., Commander-in-Chief of all Allied naval forces in the Pacific, when that ship was at Guam, the operational headquarters.

BRITISH Naval Launchings and New Ship Construction Now Disclosed

With the termination of the war in Europe, a corner of the veil which has enveloped British naval construction since 1939 has been lifted by the Admiralty. It has been disclosed that a number of ships described as light fleet carriers, specially designed for operations in the Far East, with air conditioning and other exceptional features, are building or completing. One of these, H.M.S. Powerful, was launched from the shipyard of Harland & Wolff, Ltd., at Belfast, on February 27, being named by Mrs. A. V. Alexander; and another, H.M.S. Leviathan, will have been launched from the yard of Swan, Hunter & Wigham Richardson, Ltd., at Wallsend-on-Tyne by the time this is in print. In the latter case, the naming ceremony was to have been carried out by H.R.H. the Duchess of Kent; and from the fact that this is stated to be the second ship of the type built by Messrs. Swan Hunter, it may be assumed that they belong to a numerous class.

Other ships whose existence had not previously been revealed include the "Battle" class of destroyers. Two names have so far been mentioned, the Alamein, launched by Lady Alexander, wife of the Field-Marshal, from the yard of Messrs. R. & W. Hawthorn, Leslie & Co., Ltd., on May 28; and H.M.S. Corunna, which went afloat the following day from the Swan Hunter establishment. Thus both are Tyne-built ships, and as it is usual for destroyers to be built in pairs, it may be supposed that at least four have been put in hand in the Tyne district. Assuming that other shipbuilding areas are participating to a similar extent, it seems probable that this also is a fairly numerous class.

GERMAN Surrendered Cruisers Not Suitable for Service Out East

Nothing more has been heard of new cruisers since it was stated a month or two ago that H.M.S. Ontario was completing at Belfast for the Royal Canadian Navy; but again, it may be pointed out that as it is customary for ships of the Royal Navy to be built in classes, other cruisers are most likely to be under construction. Possibly it will not be long before the Admiralty revert to their pre-war practice of announcing the number, names and principal characteristics of all new warships under construction. Such information could be of no material assistance to the Japanese at the present stage, and should indeed be a source of further discouragement to our Eastern enemies. It is not as if Japan retained sufficient naval strength to undertake any major operation. In fact, Fleet Admiral Nimitz has declared publicly that he does not think there is any prospect of the Japanese fleet coming out from its ports of refuge.

IN some quarters it appears to be imagined that surrendered German warships may be recommissioned by the Allies for service against Japan. Of this there does not, in fact, seem much likelihood. There are only two undamaged ships of any size, the cruisers Prinz Eugen, of 10,000 tons, and Nürnberg, of 6,000 tons, and neither of these is at all suitable for service in Eastern waters. Nor is it to be expected that any of the surrendered destroyers will go East, for the United States Navy alone now possesses between 400 and 500, to say nothing of those belonging to the Royal Navy, Royal Australian Navy, Royal Canadian Navy and Royal Netherlands Navy.

It seems also to have been supposed that surrendered U-boats would be turned to account in Pacific operations. Here again it has to be pointed out that together the British and United States Navies should be able to dispose of ample submarine strength without the need of reinforcement, especially now that there is a tendency for targets to get fewer owing to the tremendous losses inflicted on enemy shipping. Rear-Admiral James Fife, commanding the submarines of the U.S. Seventh Fleet in the Pacific, declared on June 1 that Japan had lost practically all her shipping. On the same date President Truman estimated that the Japanese mercantile fleet had been reduced to less than a quarter of its pre-war size. It is not as though the German vessels possessed any features of particular value for this purpose, for the much-boosted Schnorkel, or breathing pipe, is essentially a defensive weapon of which Allied submarines, being very much on the offensive, have no need. (See pages 680-681, Vol. 8.)

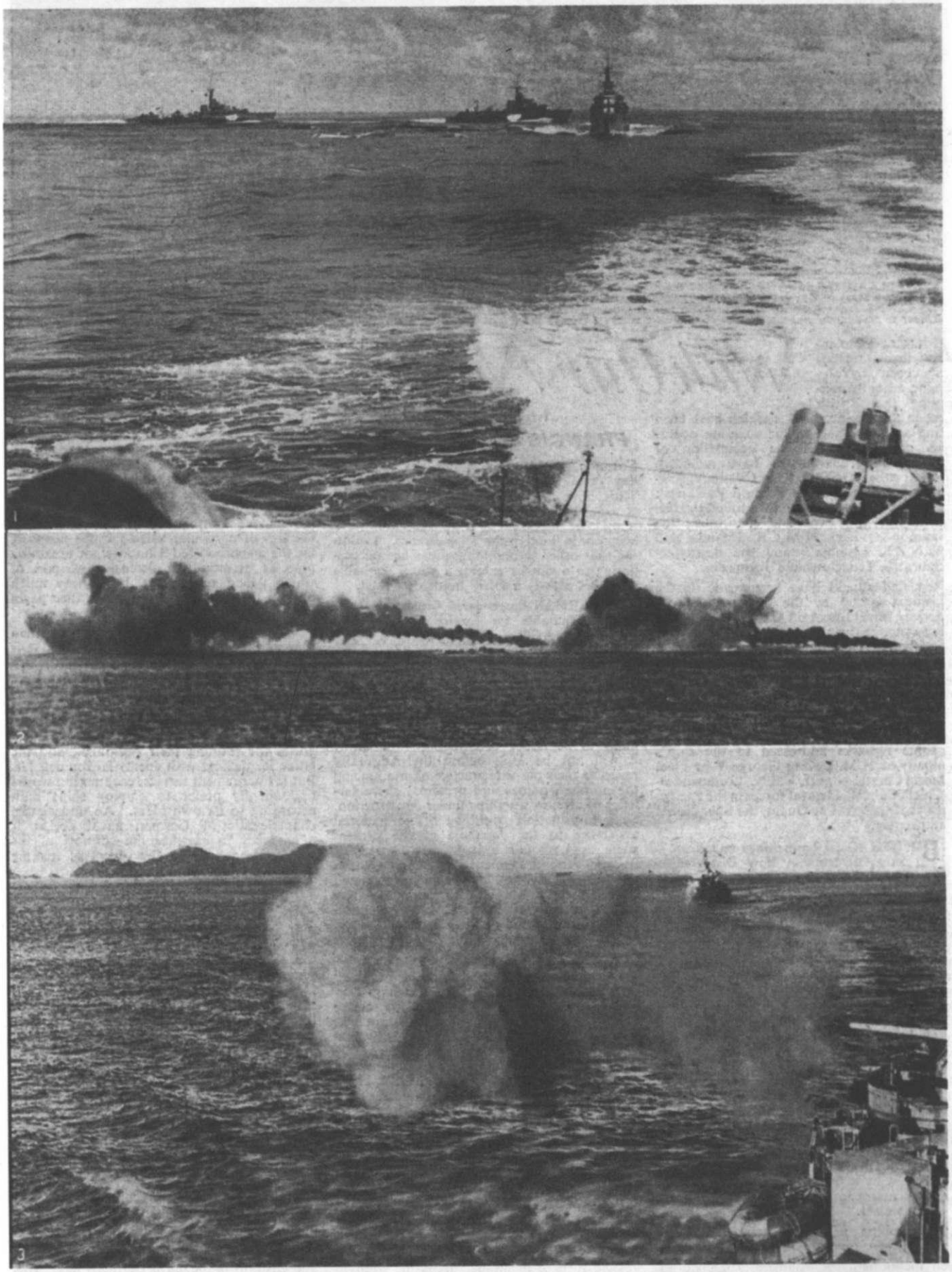
What, then, is to become of all German tonnage, both naval and mercantile? It is possible that certain of the countries which have lost warships through enemy action, notably Norway, Denmark and the Netherlands, might be able to find a temporary use for some of the German cruisers, destroyers and minesweepers, the two former categories for training their personnel, and the latter for dealing with enemy-laid minefields. But for permanent service, each nation would undoubtedly prefer to employ ships built according to its own ideas. An undesirable characteristic of German naval design is a tendency to sacrifice the comfort of the ship's company with the object of making the vessel harder to sink.

ADVANTAGE to the World if German Mercantile Fleet Were Broken Up

It is improbable that any Allied Navy will wish to take over U-boats, except perhaps for experimental purposes, such as target practice. Of course, some may be retained for a while for exhibition purposes, as in the case of U-776 in the London Docks recently; but the ultimate destination of the U-boat fleet, as in 1919, is likely to be the scrapheap. (See illus. page 102, and story in page 121.)

German mercantile tonnage offers a more complicated problem. There are a few modern ocean liners, of which the Europa is the largest, which will be useful as troopships pending the winding up of the war with Japan. Some vessels of special type, such as those with refrigerated holds for carrying food, can also be utilised to advantage for the time being. But it is to the advantage of the whole world that, as soon as it can be spared, the German mercantile fleet should be broken up and its place in the world's transport services taken by vessels belonging to nations which have not abused the laws and customs of the sea as Germany has. This would have the added advantage of keeping Allied shipyard workers regularly occupied in the replacement of discarded tonnage.

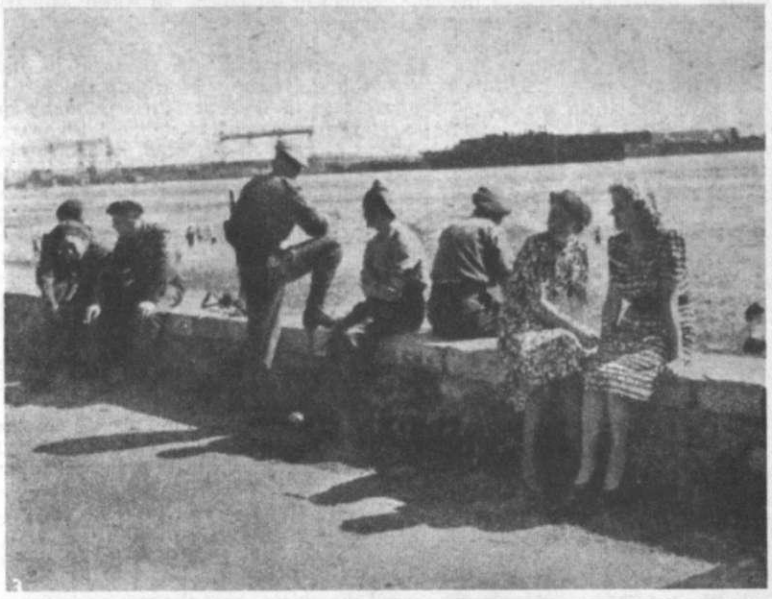
British East Indies Fleet in Action off Sumatra

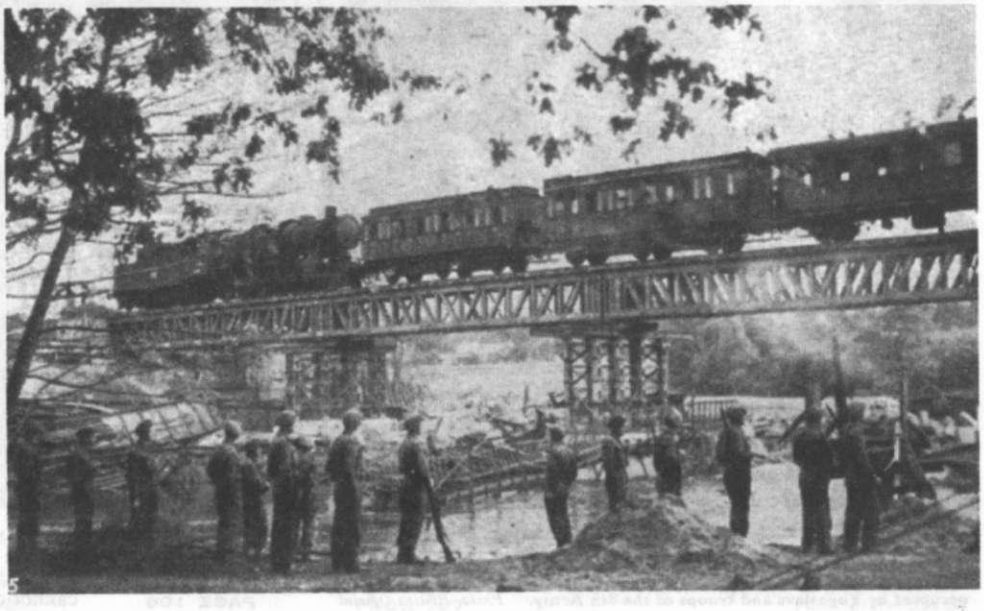


BOMBARDMENT OF SABANG AND KOTA RAJA was included in an offensive sweep off Sumatra which began on April 11, 1945. Three destroyers of the British East Indies Fleet (1, left to right), Venus, Virago and Vigilant, steam into action. A dense smoke-screen (2) was put up for an escort-carrier after one of her fighters had shot down the ship's first Japanese aircraft. Kota Raja under fire (3). Destroyers under Captain M. L. Power, R.N., in H.M.S. Saumerez, sank an enemy cruiser off Penang on May 16. See also illus. in pages 751-754, Vol. 8.

Photos, British Official

Activity Without Fraternization is the Order





DISARMING NAZI TROOPS crossing the Danish frontier into the Reich after the great surrender, Allied soldiers stacked weapons by the road-side (1). First batch of 300,000 of the Wehrmacht on this British 2nd Army front were sent home to work on the land on June 4, 1945; stripped of all badges, their uniforms became utility suits. Field-Marshal Montgomery's proclamation to the German people on May 30 had told them, in effect, "No work, no food!"

Tanks of the British 7th Armoured Division—the Desert Rats (2)—swept across the bridge spanning the Kaiser Wilhelm canal near Steenfeld. The no-fraternization order was strictly observed by these British soldiers (3) resting by the Elbe near Hamburg. Warning his troops against fraternization, Field-Marshal Montgomery on March 3 said, "Be just: be firm: be correct: give orders—and don't argue." Tough-looking S.S. man vainly pleaded with his captors of the 9th Durham Light Infantry (4). Members of the 8th Railway Construction Corps of the R.E.s watched the first passenger train cross the 250-ft. bridge with which they had spanned the Ilmenau River in four days (5).

Photos, British Official, British Newspaper Pool, Keystone

The Problem of Trieste—Port of Contention

The great cosmopolitan port of Trieste, at the head of the Adriatic, was freed from the Germans by Marshal Tito's Yugoslav forces and New Zealand troops of the 8th Army at the beginning of May 1945. Its future, however, is still conjectural in view of the dispute as to its status, some of the reasons for which are explained here by HENRY BAERLEIN

IN Italian possession since the break-up of the old Austrian Empire in 1918, Trieste, owing to its geographical situation and past history, has long been a subject of dispute. The war of words which has already arisen since its liberation might, if steps be not taken, turn into something so serious that Italo-Yugoslav relations, to mention no others, would be poisoned for years to come.

Yugoslavia and Italy have for some time been claiming the town with equal insistence. Thus the Giornale del Mattino, the non-party and purely informative Rome paper, asserts that it would be difficult, nay, impossible, to deny the wholly Italian character of the town. And in the monarchist Italia Nuova, Signor Enzo Salvaggi, speaking of Trieste and the entire district around it, Venezia Giulia and Istria, accuses the Yugoslavs of imperialist manoeuvres which go beyond the limits of a healthy nationalism.

HE does not contest that in the territories in question there may be some infiltration of Slavs and economic interests gravitate to those zones, interests which are not solely either Italian or Slav. In view of this fact, Salvaggi declares that Italy will be able to serve the interests of the Danube Basin through these territories, and particularly through the port of Trieste. On the other hand, Marshal Tito and his spokesmen have announced that the non-inclusion of Trieste in Yugoslavia is unthinkable.

Signor Vivante, a native of Trieste, in his book L'irredentismo Adriatico (1912) came out as a determined adversary of the Italian occupation, his opinion being shared by all the town's inhabitants except the extreme nationalists; and the Italian economist Signor Giorgio Roletto, says in his book The Harbour of Trieste (1941) that the town belongs morphologically to the vast Karst-Dinaric system, that is to say the mountain-chain of South-East Europe, which finds in Trieste its natural outlet to the sea.

TRIESTE, showing its position in relation to the Italo-Yugoslav frontier. *By courtesy of News Chronicle*

Roletto's compatriot of today, Salvaggi, who alludes to "some infiltration of Slavs" would win a big prize for understatement. Not only has the entire district outside the town been, from of old, almost exclusively Slav, but the town itself had its population largely recruited from that hinterland. It was the custom of the Austro-Hungarian Empire to have a variety of official languages, and the one prescribed for Dalmatia, the maritime province, was Italian. Thus it came about that a good many Slovenes, for reasons of convenience or snobbery, returned themselves as Italians. Most of Trieste's "Italians" towards the end of the nineteenth century were Slovenes by origin. Geographically, Trieste and its neighbourhood are an integral part of purely Slav territories; and it must be remembered that when statistics gave the town a marked Italian majority these Austrian statistics were compiled on the language basis, so that Germans, Greeks, Levantines and others were included, as Italian-speaking, among the Italians.

It has been argued by some that, in order to resist the powerful suction of Hamburg, Trieste must be backed by a government with a sufficient weight in economic resources, industry, size of population, naval power and diplomatic influence; and doubt is expressed as to whether Yugoslavia can fill such a bill. In the past, whenever Italy has lost a war she has added another province to her possessions; but let us assume that the coming Peace Conference will not allow itself to be ruled entirely by precedent.

THERE seems to be no reason why the vigorous young Yugoslav nation should not make just as much of a success in its administration of Trieste as the Greeks at Salonika, where they granted a free harbour to Yugoslavia, an arrangement which worked extremely well. Similarly the Yugoslavs would, one thinks, invite both the Czechoslovaks and the Austrians to have a part of Trieste harbour, thus eliminating Hamburg's semi-monopoly, and, in the case of Austria, causing any future talk of another Anschluss to become less strident.

But if it is considered that neither Yugoslavia nor Italy should be in sole possession of this great port, what other method can be adopted? The experience of Danzig does not induce us to maintain that an outside body, however well intentioned, is the best of governments for an international port. However, in Tangier, with the component nationalities joining in the administration, there was far less fault to find, prior to Franco's abolition of the international control in 1940. A system analogous to Tangier's might be the best solution for Trieste, with Yugoslavia, Italy, Britain, Russia, the United States and France sharing in the government. It is to be hoped that, pending the permanent settlement, an Allied Military Government will be set up.

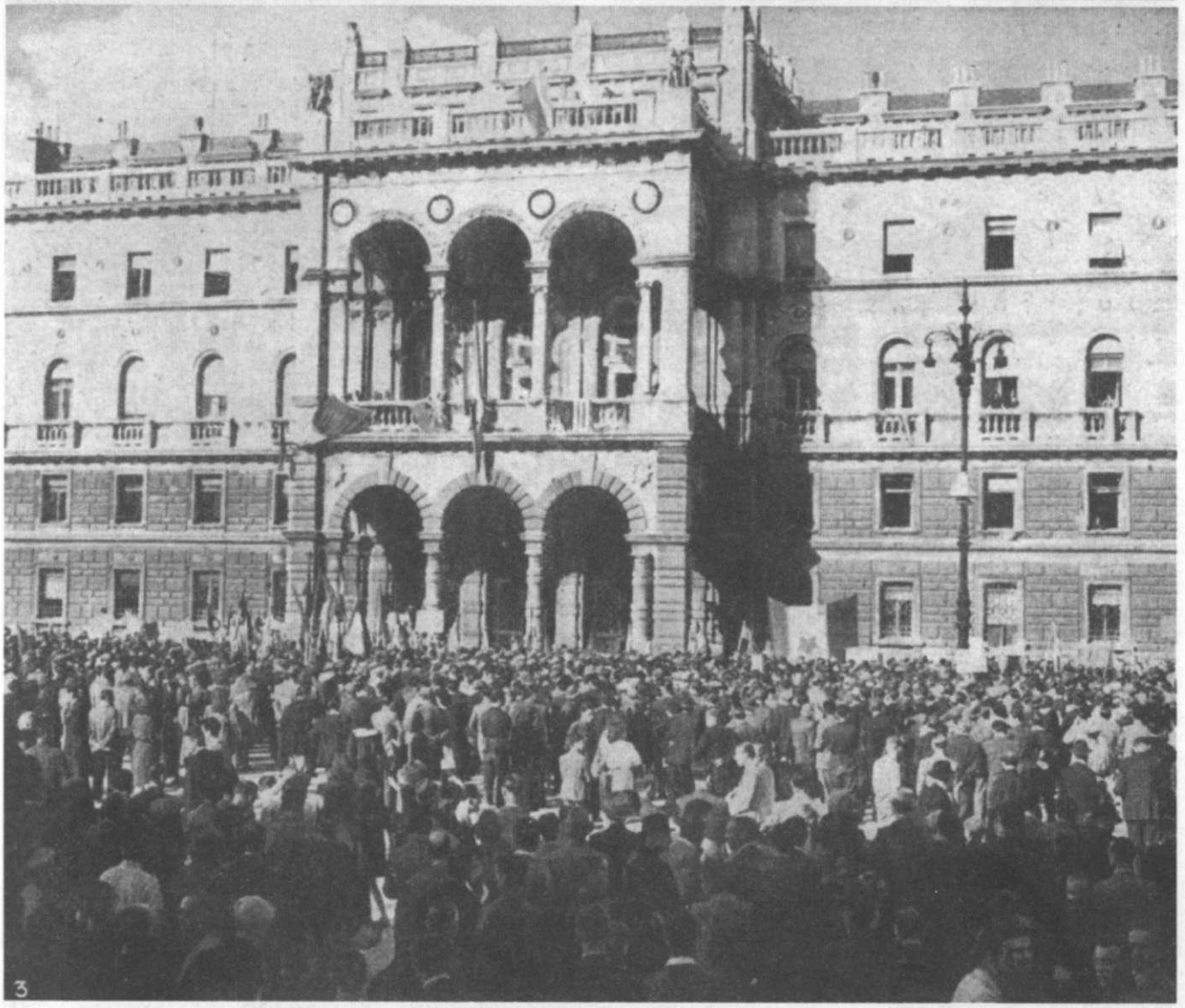
FOR a certain time the situation in and around Trieste was disconcerting. It appeared as if Marshal Tito was unable or unwilling to restrain his ebullient followers, whose treatment of all those of whom they disapproved (and whom they indiscriminately charged with being Fascists) was less tolerant than the Marshal's words. But happily he determined to translate these diplomatic words into acts, obliging his men—as one says in the Balkans—to pour some water into their wine. They took to playing football with the Anglo-American troops and at the same time to being less critical when these troops occupied commanding positions outside Trieste, positions that would enable the communications between the port and Central Europe to be kept open. All the troops concerned seem to have comported themselves well in a situation that called for the utmost tact.

Marshal Tito's Note to London and Washington, indicating his approval of Allied administration of Trieste, and proposing Yugoslav participation, seems to have convinced the citizens that the tension is finally over, and there is a general feeling that the result of negotiations must be patiently awaited. There is now considerably more fraternization between troops, after the difficult period following the movement of Anglo-American forces into the new zones east of the Isonzo. It has always been a Yugoslav contention that the Isonzo is the ethnic, and should be the national, boundary between themselves and the Italians.

IT is true that there are few Italians to the east of that river; and the Yugoslavs, who have for so many years waited to have this frontier assigned to them, were unwilling to wait any longer. Why, they asked, could not this territory be granted them at once? Now they have reconciled themselves to the necessary delay, and their reasonableness will surely be taken into account when the final dispositions are made at the Peace Conference. They will certainly be given an expanded frontier in Istria and Venezia Giulia, even if the city of Trieste itself is placed under a mixed administration. We and the United States have, in the friendliest fashion, informed the Yugoslavs that we cannot countenance any unilateral decision.

YUGOSLAV FLAG was presented by a Partisan to a New Zealand tank man at Trieste, which after the surrender of the German garrison was occupied by Yugoslavs and troops of the 8th Army. *Photo, British Official*

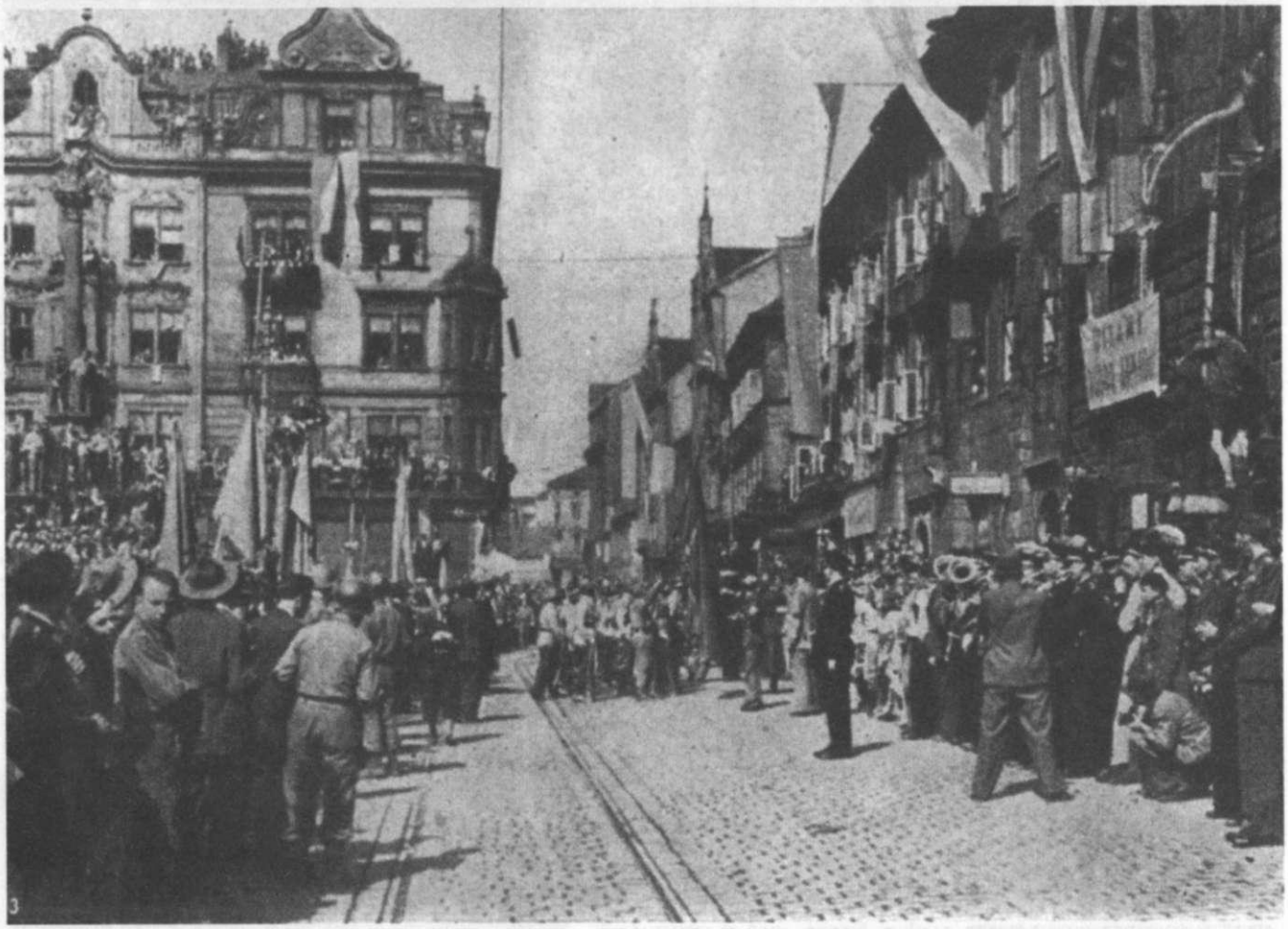
As Storm Clouds Gathered in the Adriatic



NEAR MUCH-DISPUTED TRIESTE, Lieut.-Gen. Sir Bernard Freyberg, V.C., commander of the 2nd New Zealand Division, met Marshal Tito's representative, Gen. Borstnar (1, right), commanding the Yugoslav 9th Corps, at Monfalcone, for discussions on May 16, 1945. In Trieste—where the Nazi garrison surrendered to New Zealand troops of the 8th Army on May 2, while continuing to resist Tito's partisans—townspeople cheered Gen. Freyberg's armoured columns (2). On V Day, in the Piazza Unità, the Slav population gathered for a Partisan demonstration (3) at which no Allied troops were present. See also facing page.

Photo, British Official

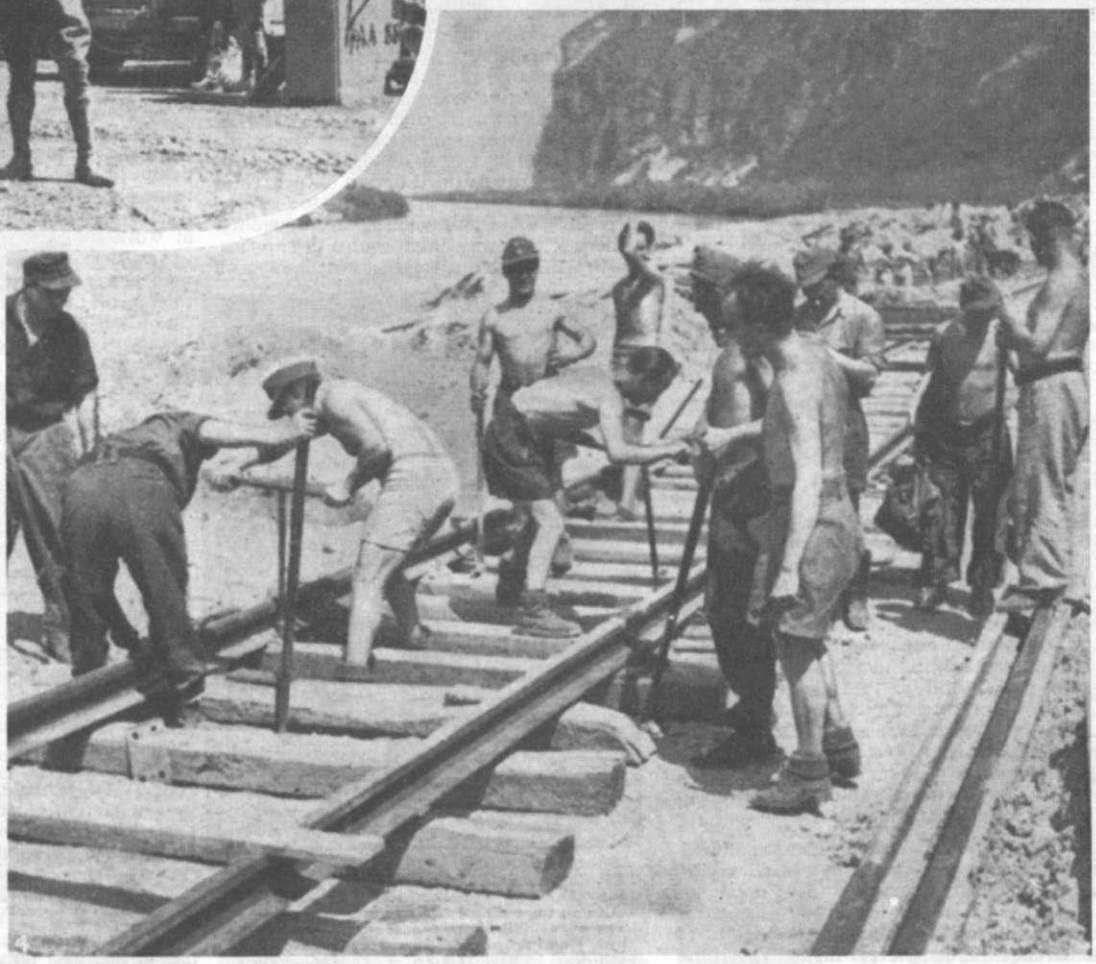
In the Last European Capital to Be Set Free



AFTER SIX GRIM YEARS OF NAZIDOM, CZECHOSLOVAKIA welcomed the U.S. and Red Army troops : outside the 16th-century town hall of Pilsen (entered by the U.S. 3rd Army on May 6, 1945) children in national dress assembled with traditional tokens of friendship—gifts of bread and salt (1). Pilseners sought every possible vantage point to secure a view of the U.S. soldiers (3). Marshal Koniev in Prague, last European capital to be freed, drove through streets of rejoicing (2) on May 11.

Photos, L.N.A., Pictorial Press, The Evening Standard

After the Cease Fire Had Sounded in Italy



CAMPAIGN ENDED, Lieut.-Gen. Sir Richard McCreery, the British 8th Army commander (1, left) and U.S. General Mark Clark, commanding the 15th Army Group, strolled in Venice after the U.S. general had presented American awards for heroism to British and Polish officers. Early in May, at the famous Monza motor-racing track, north-east of Milan and scene of many pre-war international contests, Commodore F. C. Sturrock, of the South African Naval Forces and Minister of Railways and Harbours in the Union Government, took the salute (2) from units of the 6th South African Armoured Division who had played such a prominent part in the fighting from Messina to Florence.

BRITISH TROOPS of the 8th Army who crossed the Italo-Austrian border on May 7 patrolled this frontier post (3) and Military Police kept watch for prominent Nazis on the run. In Northern Italy working parties of German P.O.W.s (4) laboured to repair one of many sections of railway track wrecked by Allied bombing.

Photos, British Official

How the P.O.W. Problem is Being Solved

"Eating their heads off!" has been the general cry of our people in connexion with enemy prisoners of war brought to this country. What is to be done with them all? How is this drain on the country's resources to be met? Facts of their feeding and useful employment in Britain are given here by ALEXANDER DILKE, who also discusses the situation in Germany itself.

MANY millions of men and women in Britain have now had glimpses of German prisoners of war, either behind the barbed wire of their camps or working on farms. The sight of them is likely to become familiar in the near future, for although no exact figures have been issued the possibility of employing up to a quarter of a million Germans on the reconstruction of cities blitzed by the Luftwaffe has been mentioned. The few gangs that started work in Southern England in the middle of May are the forerunners of thousands who will be given work when arrangements for housing and guarding them have been made.

Just how many German prisoners there are in Britain has not been revealed. The last official figure was given in March by Mr. Arthur Henderson (Financial Secretary to the War Office), when he stated that of the 150,000 of them then in Britain one quarter were employed. Since then the British Armies roped in more than a million, and although only a small fraction of the total have been brought here, the available accommodation is full to overflowing. Guarding, accommodating and feeding them in accordance with the Geneva Convention is a considerable drain on the country's resources; and, other considerations apart, it was obvious the Germans would have to "pay their way."

THE conditions under which they are kept are strictly in accord with international agreement on prisoners of war. The fact that the Germans systematically flouted these agreements has not made the British authorities depart from their determination to keep them in the letter and in the spirit. The German prisoners are given decent accommodation, in most cases with such things as hot showers and facilities for games, and sufficient clothing and food.

The question of food has aroused considerable controversy. Until recently, German and Italian prisoners undoubtedly were better off than the British civilian in that respect. They received the equivalent of the generous rations of the British Army. The German working prisoner received 42 oz. of meat, a little more than ½ lb. of bacon and about 5½ lb. of bread, as well as vegetables, cheese, cake, jam, tea and 10½ oz. of margarine a week. The Italian prisoner had rather more bread and less meat. This diet was readjusted in June as shown in the table in this page.

Money to Spend at Camp Canteen

At present the work on which prisoners are engaged is of two kinds. They are working on farms, hedging and ditching, draining and so on, as well as dealing with the different harvests; and they are being employed in increasing numbers in connexion with rebuilding, chiefly preparing sites. For the latter they are paid about three shillings for a 48-hour week, the War Office receiving a sum in respect of that labour to be credited to the Government against the cost of housing and feeding them, this being a War Office responsibility. Prisoners can spend this earned money at a camp canteen, on the purchase of cigarettes, razor blades, hair oil and such articles as NAAFI generally stocks. They are given "token money" instead of British cash, to obviate the possibility of this being used for escaping.

On the farms, only "good conduct" prisoners are used. They may be guarded by British soldiers, but generally they are reliable men and the farmer is made responsible for them during working hours. They return to the barbed-wire camp every night. They have given little difficulty and generally are very pleased to get the opportunity of earning money. The farmers report them good workers and rate one German prisoner as the equal of three Italians. In gangs the men work much better than the Italians and are managed by their own N.C.O.s. The average scale of guards is one to twenty prisoners. With the release of many searchlight and A.A. soldiers the problem of providing guards will be easier.

WEEKLY SCALES OF RATIONS FOR BRITISH CIVILIANS & NON-WORKING PRISONERS OF WAR IN BRITAIN

Commodity	Civilian (Oz. per week)	P.O.W. (Oz. per week)
Meat	Fresh meat (1/-) Canned meat (2d.)	14
Butter	2	Nil
Margarine	4	4
Cooking Fats	1	1
Bacon	3	3
Cheese	2	2
Jam	4	3
Tea	2	2
Sugar	8	6
Dried Fruit	Points	4
Oatmeal	Points	7
Bread	Unrationed	70
Flour	Unrationed	4
Offal or Sausage	Unrationed	10
Cake	Unrationed	Nil
Milk Powder	Unrationed	7
Potatoes	Unrationed	70
Fresh Vegetables	Unrationed	56
Dried Vegetables	Unrationed	8

Working prisoners receive in addition every week 56 oz. of bread, 5 oz. flour, 6 oz. oatmeal, and their potato ration is doubled. Italians receive 35 cigarettes or 1¼ oz. of tobacco free weekly, but not the Germans.

It has been definitely stated that the work done by German prisoners will not result in a single British man being out of employment. In the case of blitz rebuilding, hours and wages of the prisoners have been agreed by the trade unions. Nevertheless, there has been evidence of some opposition on the part of British workers. Some hundreds of men in the repair squads in London struck, and when the proposal was made that German prisoners should help reduce the unloading-bottleneck that was holding up fish supplies, British workers threatened to walk away. In Newcastle they volunteered to do two hours extra a day rather than have German prisoners on a job. In reply to the T.U.C., who raised the point, the Ministry of Labour has said that without the use of P.O.W. it would be impossible for certain public utility services to be properly maintained; and that had not Italians worked in our beet fields the sugar ration would have been cut long ago.

GERMAN PRISONERS levelling the site of a housing estate at Shooter's Hill, London, on May 22, 1945. Enemy troops taken by the Allies as a result of the surrender are to be known as "disarmed personnel," to distinguish them from prisoners taken during the fighting. *Photo, Topical Press*

Only a proportion of German prisoners are working. A large camp between Barnet and South Mimms, Hertfordshire, was expected to be ready before July, and it was believed further camps would be prepared there and in Kent, giving access to blitzed areas. But there will remain many thousands of officers who cannot be made to work, and perhaps some "dyed in the wool" Nazi fanatics who it may be thought unsafe to allow outside the barbed wire. The problem of these fanatics is a difficult one. There seems no doubt that in many camps they have been ruling moderate prisoners and anti-Nazis by threats, chiefly of reprisals when they return home. A short time ago three Germans in Camp No. 22 complained that they had been threatened with hanging for participating in anti-Nazi propaganda, and two were beaten-up. Three prisoners were sentenced to 168 days' detention for the first assault, which suggests the authorities are determined, with the aid of Germans of a reasonable type, to stamp this out.

'Redemption Through Labour'

It is possible work will be found for many prisoners inside their barbed wire. Many lorry loads of bricks from blitzed areas have been delivered to one camp. These will be cleaned by the prisoners and sorted ready for re-use in rebuilding. This summer the shortage of labour on the farms is likely to lead to a big increase in the prisoners employed.

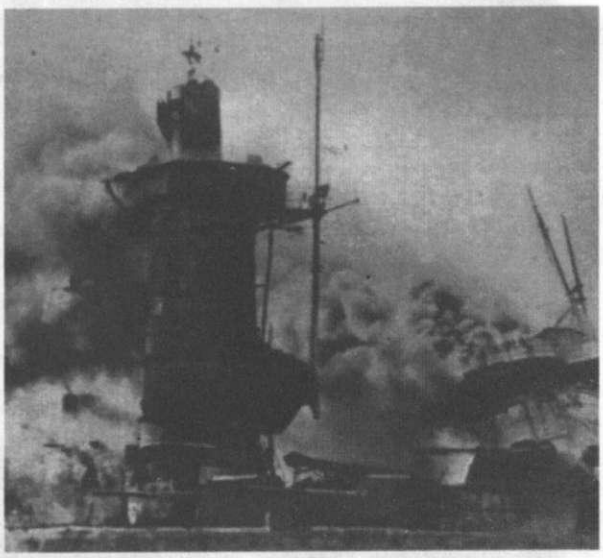
Russia from the first has based her treatment of German prisoners on two fundamentals: "political re-education" and "redemption through labour." These are the principles which the U.S.S.R. has used with its own criminals. The Germans are already at work in great numbers clearing Russian towns they devastated. They are paid in accordance with the work they do. The better they work, the better the rations and privileges they receive and the better the chances—or so they hope—of release. This work is accompanied by political re-education by specially trained Russians as well as anti-Nazi Germans.

IN France and Belgium German prisoners are wanted for work, particularly in the mines. Some are engaged in clearing up war damage in the devastated towns of Normandy. In America large numbers of prisoners of war are at work. America has been called "the prisoners' paradise." This is not because of any "softness" in the treatment of the prisoners, but because the relatively high standard of living in the U.S. Army gave prisoners—entitled to the same scale—rations which would make the civilians of many other countries envious.

The problem of the prisoners taken in North-West Germany—about 2,000,000—in the final surrender is a considerable one. About 1,000,000 are being held on the west coast of the Schleswig-Holstein isthmus. The rocky island of Nordstrand has been specially reserved for fanatical S.S. and parachute troops. Another half-million will be held on the east side of the isthmus, another 500,000 will be held in the regions between the Ems, Weser and Elbe. Yet another 500,000 are estimated to be in military hospitals. The fate of this host remains to be decided.

1939-*Along the Hard Road to Victory*-1945

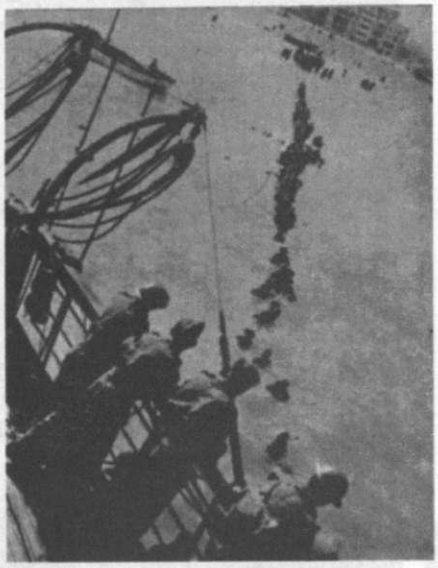
SEPTEMBER 27, 1939. Warsaw surrendered to the Germans. Four weeks after the Nazi armies crossed the Polish border without a declaration of war, the burning capital was entered.



DECEMBER 13, 1939. Battle of the Plate. Graf Spee defeated and scuttled.

MAY 14, 1940. Centre of Rotterdam laid waste by the German Air Force.

MAY 26, 1940. Last stand at Calais Citadel ends five days' siege.
From the painting by Charles M. Gere, R.A. By permission of the artist.

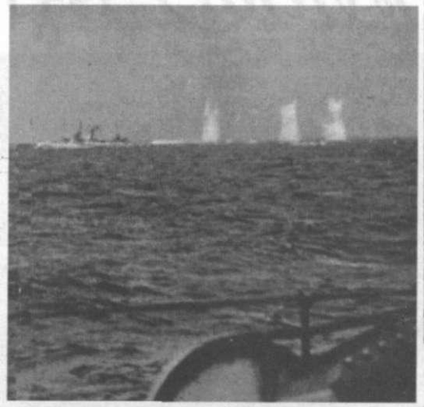


JUNE 4, 1940. Evacuation of Dunkirk; 335,000 withdrawn.

JUNE 14, 1940. Paris—declared an open city—entered by German armies.

AUGUST 8, 1940. Battle of Britain opens. On one day—Sept. 15—185 Nazi planes shot down.

FEB 7, 1941. Benghazi taken by Wavell in Libyan offensive.



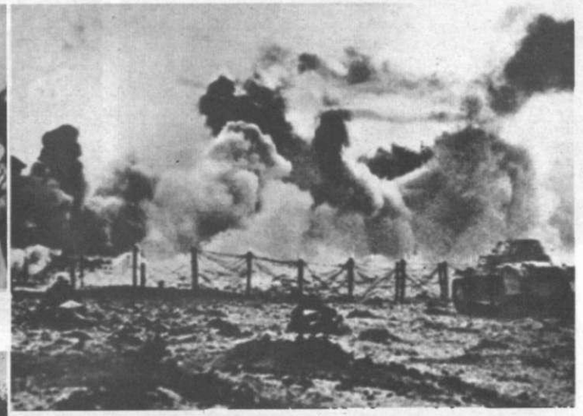
MARCH 28, 1941. Battle of Matapan. Shells fall near H.M.S. Orion during rout of Italian fleet.

JUNE 22, 1941. Germany attacks Russia. Within two days enemy troops were in streets of Brest-Litovsk.

DECEMBER 7, 1941 Japanese : 19 U.S. . wa

Pearl Harbour bombed by ships sunk or badly damaged.

FEBRUARY 15, 1942. Singapore falls to Japanese. Gen. Percival negotiates surrender terms with Gen. Yamashita.



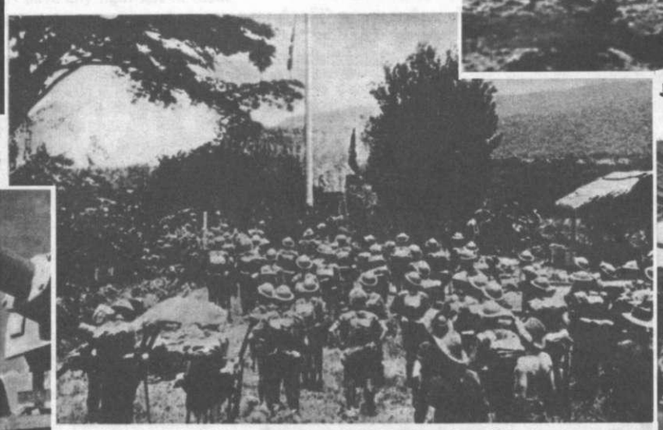
JUNE 21, 1942. Tobruk (Libya) captured by German assault troops supported by tanks.

AUGUST 19, 1942. Dieppe "Reconnaissance in Force." Landing craft move in during bitter engagement in which Canadians lost 3,350.

AUGUST 22, 1942. Stalingrad besieged; defenders greet relieving troops.

OCTOBER 23, 1942. Battle of Egypt Montgomery inflicts crushing defeat on Ge

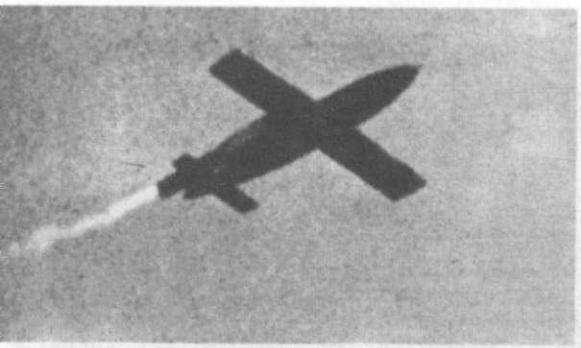
British 8th Army under Gen. rman Afrika Korps and Italians.



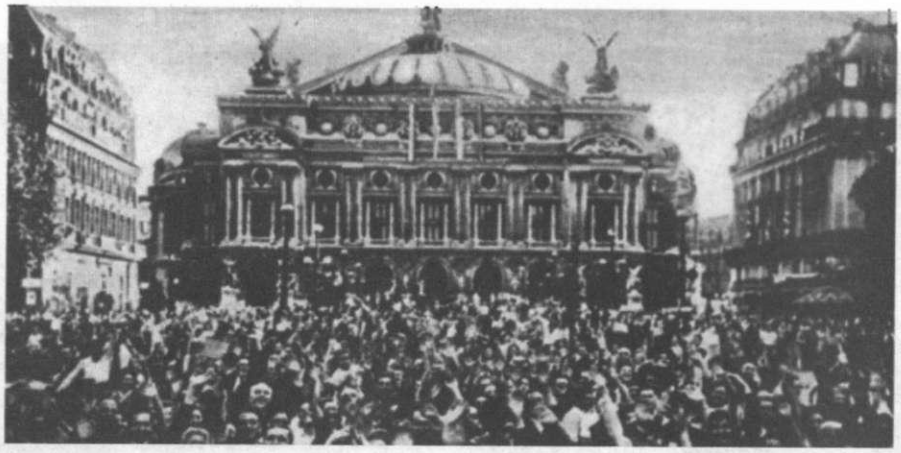
NOVEMBER 3, 1942. Australians drive Japanese from Kokoda. This victory proved to be a decisive turning point in the New Guinea Campaign.

JANUARY 14, 1943. Casablanca Conference. Roosevelt, Churchill, De Gaulle and Giraud meet.

FEBRUARY 10, 1943. Guadalcanal in Solomons cleared by U.S. Marines after six months' struggle.



JUNE 13, 1944. The Flying Bomb—V1—opens its eighty-day attack on the population of London and Southern England

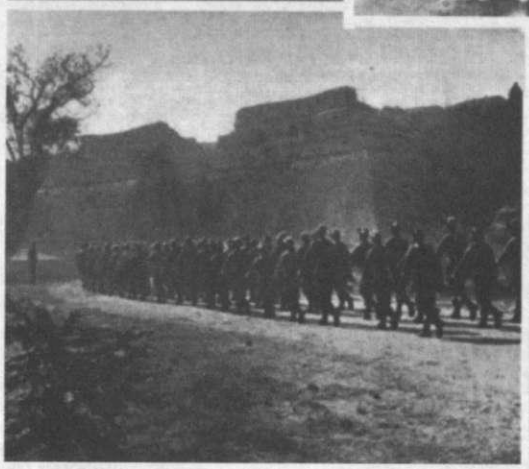


AUGUST 25, 1944. Liberation of Paris: vast crowds in Place de l'Opera.

SEPTEMBER 17, 1944. Allied airborne troops at Arnhem and Nijmegen (Holland).

JANUARY 9, 1945. General MacArthur returns —after three years—to Luzon in the Philippines.

MARCH 6, 1945. Cologne captured by Gen. Hodges' U.S. 1st Army.



MARCH 20, 1945. British and Indian columns march triumphantly into Fort Dufferin, citadel of Mandalay.

MARCH 23, 1945. British, Canadian and U.S. forces of 21st Army Group cross the Rhine.

APRIL 13, 1945. Victorious Red Army enter Vienna after their fighting advance from Volga to Danube.

May 7, 1945. British meet Russians in Germany. Montgomery greets Rokossovsky at Wismar.

MAY 8, 1945. Unconditional surrender signed by Germans at Soviet H.Q. in Berlin.

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

A Briton's Adventures with the Patriots of France

WHAT I am wondering just now is whether the Armies of Occupation in Germany will be up against the same dangers and difficulties that beset the German troops while they occupied France. I do not think they will. For one thing the circumstances will not be the same. The French Resistance forces fought against an invader insolent, nervous, haughty, cruel when thwarted. The British, American, Russian and French soldiers in Germany will not be there to hold the country down but to keep order and protect the temporary rulers. For another thing, I doubt whether many Germans have any fight left in them.

They are always most at ease when they are told what to do; they are trained to obey, whereas the French are trained, one might almost say, to rebel. Still, it is impossible to predict what will happen during the next few years. If there should be anything in Germany comparable with the Resistance Movement in France, you can guess what it will be like by reading George Millar's book entitled Maquis (Heinemann, 10s. 6d.), which gives by far the most vivid and informative account I have seen yet of the way in which the F.F.I. harassed the enemy, made his nerves jumpy, prevented him from ever settling down and feeling secure.

Running Head-on Into Danger

The author was a newspaperman who joined the Army and received a commission. Early last summer he was asked if he would like to be dropped by parachute in France to work with the men of the Maquis. He said "Yes!" and was immediately put through a course of intensive training. He acquires a new name and tries to fit a new personality on to it. He is a Frenchman who went at an early age to Australia, so his French is not perfect. He is employed by an insurance company and has to travel about. His papers are, of course, in order. He gets the story of his life by heart, and that, as a matter of fact, was the last he ever did with it. In the district round Besançon, where he worked, he was known as Emile, and he adopted any number of disguises, but never that one which had been so elaborately prepared for him in London.

They were a queer crowd, the resisters he found waiting for him. At first he despaired of being able to do anything with them. Those who were active and ready for desperate efforts, lived in appalling squalor, and were slack in taking necessary precautions. "There's no risk!" they would assert cheerfully, when they were running head-on into danger. The Maquis who had the virtues of cleanliness and order were too mild and unenterprising. "They were of the clerk type. They looked like a benevolent society or a ramblers' club." These latter Capt. Millar avoided; with most of the others he got on very well indeed. But he knew it was wise not to have too much money with him. "The men come from all sorts of miliex," he was told. Here and there ruffians used the Resistance Movement as a screen for banditry and crimes of the worst kind. One such scoundrel terrorized a countryside and had to be shot by his fellow-resisters.

THEN there was the difficulty of persuading the right sort to keep their mouths shut, and the danger of the wrong sort giving secrets away either for German money or, if they were captured, under stress of torture. At one time cigarettes were so scarce that tobacco shops were raided. Capt. Millar was not able to find excuses for their carelessness with the weapons and explosives which were dropped to them by British and American aircraft at great risk to the crews. A dump of such material was in a very bad state, having been exposed to the weather for months. "Rage consumed me as I handled rusty grenades and explosives soggy with moisture. Everything was in such a wet condition that in England it would have been unconditionally scrapped." He had to conceal his fury, however, for the relationship among the Maquis was not that of officer and men, but of comrades equal in every way. At the same time natural leadership or expert knowledge was readily recognized. The inexperienced were glad to be told what to do. Orders tactfully given were carried out.

WHAT Capt. Millar was chiefly concerned with were attacks on railway lines, stations and trains. Of the French local police some were friendly, some hostile. Even more hated and feared than the Boches were the French militiamen, who collaborated with the enemy under orders from Vichy. But almost all the peasants and small-town folk and country-house owners were inclined to help "la resistance" if they could do so without getting into trouble. Some willingly took the chance of that. There was Gustave, for example, a village mechanic whom the Germans had beaten for setting up an illicit oil-press to supply the villagers with cooking oil. "He will never forget that beating. He will take it out on every German he meets for the rest of his life!" Another was an aristocratic old lady living in a château, who was mayor of the hamlet close by and sheltered any refugees or escaped prisoners of war, including many Russians. "Stalingrad and Leningrad cured my old-fashioned ideas about Communists," she said. Then there was the Mother Superior of a convent, where the author and other F.F.I. leaders lay in hiding for a time.

Capt. GEORGE MILLAR, D.S.O., M.C., British Army officer and former Fleet Street journalist, was dropped by parachute near Dijon in France on the night of June 1, 1944, to become a Maquisard and keep radio contact with H.Q. in London. A review of his book is given here. PAGE 115 *Photo, Daily Express*

There are unforgettable portraits in the book of men with whom Capt. Millar worked. One was a Frenchman who spoke English with a London accent and a lot of slang. He had lived at Ealing for many years and liked it: had left to go back to France only because he found his son was speaking French with an English accent! "My mind was instantly made up. At great sacrifice I closed down or sold my businesses in England. I left the town and country I had learned to love." Comfortable as his life had been, he took to the woods as if he had always been a brigand, accustomed to sleeping in holes scooped out of the soil and seldom enjoying a square meal. As a contrast to this genuine Patriot we have the former French officer who was in the pay of the Gestapo and whirled about the district on a motor-cycle, feared by all, but unmolested until a Resistance leader, whose exploits belied his gentle appearance, soft, purring voice, and fluffy hair and side-whiskers, stopped him one day, marched him into a wood, made him write out a confession of his infamies, and then shot him.

Midnight Visitation Minus Boots

The Gestapo had a good many Frenchmen in their service and naturally brought their own thugs from Germany. "They looked solidly respectable, these Gestapo men, like successful stockbrokers or bookmakers, who had toned themselves to a look of easy opulence. It struck me that they looked happy, too. As though their life were good and as though it were permanent." Well, they were wrong there! They seem to have failed utterly to terrorize the population. When a lad of nineteen was killed on his way to take part in blowing up a train loaded with petrol, he was given a funeral, "the biggest ever seen in these parts. There were more than 3,000 mourners, and every village sent its contingent. There was a guard of honour of Maquisards dressed in their khaki uniforms and carrying Sten guns." A funeral oration was pronounced by a retired army colonel. He was afterwards compelled to go into hiding, and the grave was despoiled of its wreaths and banners by German troops. But it is astonishing to read of such a ceremony taking place openly in daylight in an occupied area.

Of the many exciting incidents skilfully described by Capt. Millar the one I shall remember longest, was when the author and a comrade were in a little town where they slept in a house opposite the hotel. In the night they happened to be awake and opened the window. They saw a truck filled with soldiers drive in silently. "The driver must have squeezed gently on his brakes, for the heavy vehicle came so gradually to a stop that not a stone crunched beneath its tires." Out of it jumped silently a load of soldiers, without their boots. This was most unusual. "They were the first Germans I had seen who made no noise with their feet." Without a sound they took up positions with machine-guns and automatic weapons. Another truck followed as silently.

THEN a car arrived with two officers. They went up the hotel steps. The door was opened to their knocking. The two men watching could see that the rooms were being searched. When this was over, the officers came out, saying good-night civilly to the proprietress. They drove noisily away with the two trucks. But the stocking-feet soldiers remained at their posts. Evidently the idea was that someone they wanted and had failed to find would come out, thinking they had all cleared off. There they stayed until it began to get light. Then they marched away. It must have been an eerie, nerve-racking scene.

Japan May Be Seared Out of the War by Fire

Fifty-one square miles of Tokyo had been destroyed in Super-Fortress attacks, it was announced on May 29, 1945. And Japan's other target-cities are being subjected to an ordeal by fire without parallel. Latest types of Allied incendiary bombs, for similar distribution, include "Hirohito's Hotfoot" and the "Goop," whose violent behaviour is described by MARK PRIESTLEY.

AIR RAIDS will knock Tokyo completely out of the war said conservative experts after they had scanned photographs of the fire-damage already inflicted upon Japanese military might, and had watched a demonstration of the new Allied fire-bomb, the M.69. The raid by 450 Fortresses on Osaka on June 1, when 3,275 tons of incendiaries added to destruction wrought on March 14, when eight square miles of the city's centre had been burned out, further indicated the trend the Far Eastern war is taking.

Hirohito's Hotfoot, as airmen have nicknamed one of their latest types of fire-bomb, is fast proving that successful incendiary bombing can be five times as devastating as high-explosive bombs of equal weight. Imagine a thin, six-sided steel pipe, 19 inches long, flattened at the ends and packed with gluey, incendiary petrol jelly, net weight 6½ lb. Two thousand comprise a comfortable plane-load, and the bomb cannot be smothered with sandbags or quelled with a stirrup-pump. On crashing through a roof, the M.69 lies still for five seconds. Then, with tremendous violence, it explodes.

Simultaneously it throws out a burning jelly-stuffed cheese-cloth bag which is liable to rocket for 100 yards or so in the blast, spraying puddings of flaming glue in its wake. Whether the bag bursts at the end of its run or hits an obstruction, the result is the same. Gobbets of adhesive fire are splashed over an area of 60 square yards. Ravenous flame adheres to walls, floors, ceilings, stock-piles and machinery. The effect is not unlike that of a flame-thrower. Every inflammable object in the path of the fire-shower instantaneously combusts : the heat can be so intense that metal melts and brick and plaster rapidly crumble.

AN efficient fire brigade, if on the spot almost immediately, might hope at best to limit the conflagration caused by a single bomb. Precise pattern bombing of selected industrial areas, however, presents the enemy with an insoluble problem. The authorities first made certain of this in test and counter-test in America, where the National Defence Research Council made an exhaustive study of the building construction of 16 enemy cities. Specifications were drawn up identical with the real thing in all the important physical properties, and on the salt-flats of Utah the Army then co-operated by building a series of mock Japanese cities.

They were perfect in detail down to the position of machinery and the arrangement of halls and partitions. At the same time the finest fire-fighting services were assigned to protect the "targets," just as the Japanese might be expected to do. When the earliest prototypes of the M.69 were used, the fires were swiftly put out. The research workers made changes in the weight and size of the bombs, as well as the oil-jelly charges, while a fire-fighting department did everything possible to improve counter-skill and equipment. In raid after raid the odds proved to be equal, until the firemen were standing-to in asbestos suits for "surprise raids." Eventually, an oil-jelly bomb was devised that defeated the Americans, defeated British N.F.S. teams at a research station, and was used with success against Germany. The M.69 had arrived.

Oil and Magnesium Block-Burner

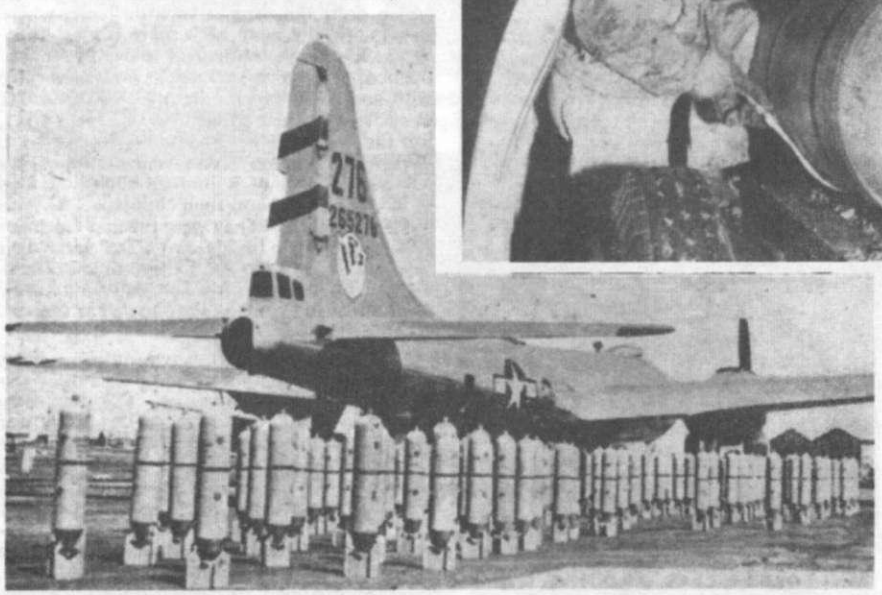
In one demonstration, the standard pattern (now obsolete) magnesium bomb was used in a parallel test with the Hotfoot. The magnesium treated the observers to sparks and sparkle, fireworks and brilliance, but in 20 minutes merely burned a hole through the floor of a sample building. The jelly bomb, in less time, burned its building to the ground.

Today the M.69 has a big sister, a 500-lb. block-burner known unofficially as the "Goop," formally listed as the M.76. (The intervening serial figures are believed to represent types discarded under test.) It is known to contain a mixture of jellied oil and powdered magnesium, and its destructive power is tremendous.

IN mid-April 1945 an appalling mixture of 500,000 of these types drenched the Germans in the Gironde pocket during the closing phase of the war in Europe and may well have heralded the final Nazi collapse on all fronts. When the Germans tried to burn out London with a magnesium bomb triggered with thermite, the Japs could not have foreseen that a fire-bomb in the hands of the Allies would prove the final answer to aggressive war.

In the same way, the jet-propelled flying bombs now under manufacture in ten mighty American war plants will put into the shade anything ever encountered in Britain. The American type has a total length of 27 feet, as compared with the German 25-footer, and the additional two feet packs an extra charge of high explosive. The time seems to be approaching when it will be possible to "buzz-bomb" Japan from the Chinese coast or adjacent islands.

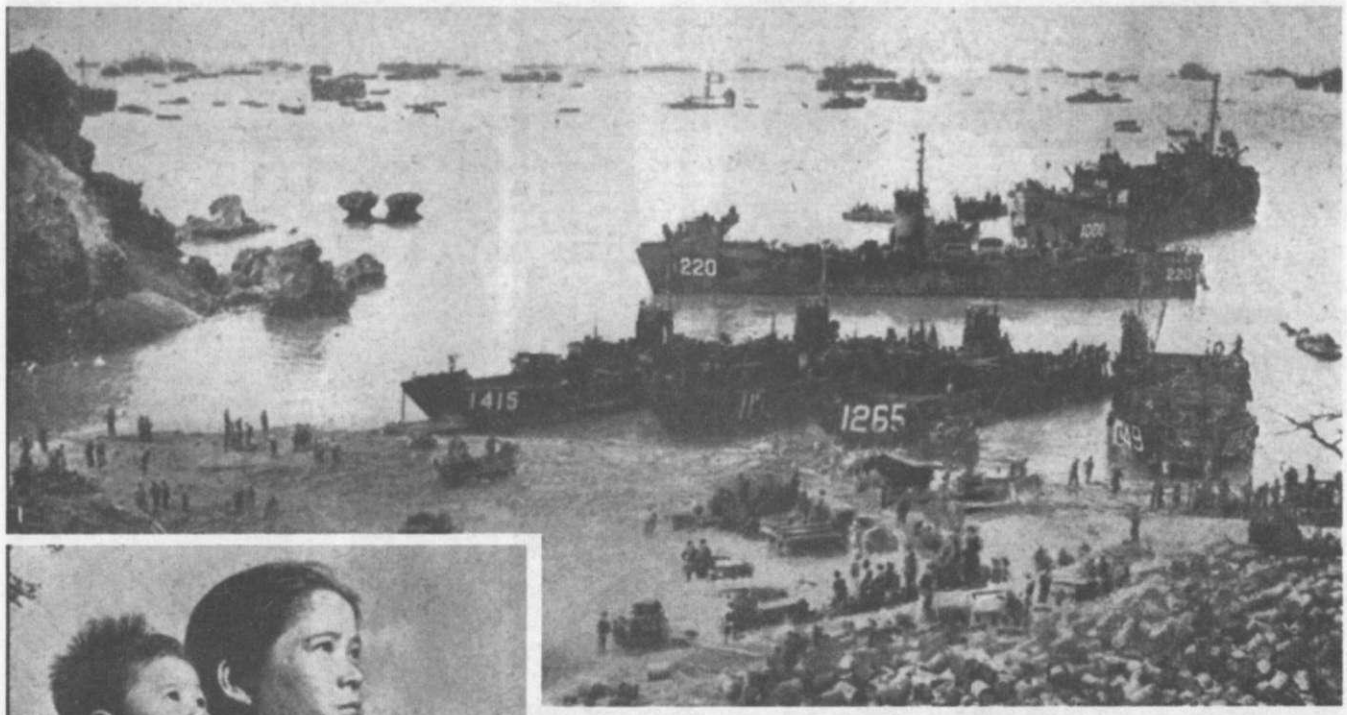
A rocket bomb, travelling faster than sound and exploding after deep penetration, was also used in the last stage of the war in the European theatre. It was employed with special success in smashing the E-boat pens at Ijmuiden, Holland. Striking its target at a speed of more than 1,100 ft. per second, the Anglo-American rocket bomb is a special type for a special task, and one of its more obvious purposes could be the smashing of Japanese coastal naval facilities.



READY FOR RAIDS on enemy occupied Malaya, giant bombs are lined up for loading into a Super-Fortress. Latest types of incendiaries include the one seen (top right) being secured in position for dropping ; it is filled with a gelatinous substance which, when burning, generates heat up to 1,400 degrees Fahr. and is practically impossible to extinguish. *Photos, U.S. Official*

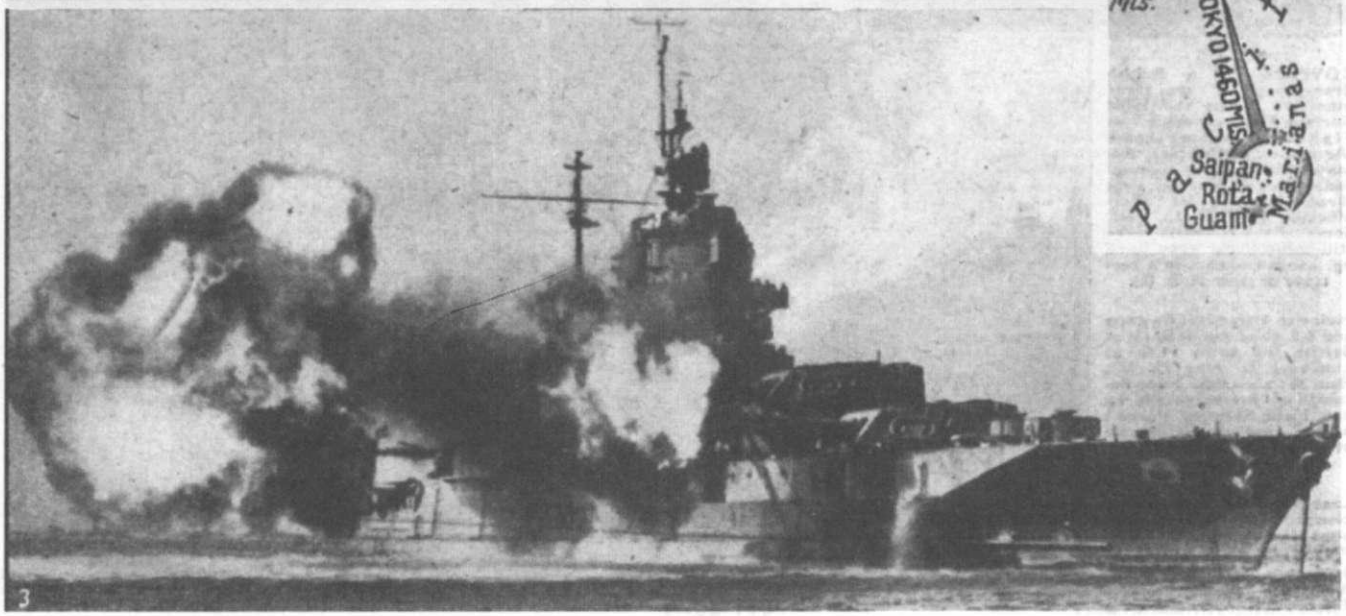
With the use of airfields on Okinawa the Allies are no farther from the Japanese mainland than the Ruhr is from East Anglia. The Iwojima bases, too, are within Liberator and Lancaster distance of such great centres of the Japanese aircraft industry as Osaka and Kobé. The release of flying crews from the European theatre menaces Japan with nightly raids, with monthly tonnages of 50,000 and more. Eastern Air Command has thought nothing in the past of round trips of 2,000 miles and farther, and the capture of the Ryukyus is bound to bring the 10-tonner to Tokyo's door. When President Truman declared that unconditional surrender would not mean the destruction of the Japanese people, the consequences of refusal to surrender were implicit !

'Fate of Jap Empire Hinges on This Battle'



OKINAWA, only 325 miles from the Jap mainland, is so vital to the enemy that Admiral Toyoda, C.-in-C. Japanese Combined Fleet, told the Nippon Navy on May 6, 1945, that " the rise or fall of our Empire hinges on this battle." On April 1 over 100,000 U.S. troops had effected a landing on this island key to the Sea of Japan in the greatest invasion operation of the Pacific. Landing craft are seen (1) nosing ashore. By May 30 the toll of enemy dead was 61,519, with 1,353 prisoners. Representative of oppressed natives liberated are this young islander and her baby (2).

Support was given by 1,400 ships of Admiral Chester Nimitz's U.S. Pacific Fleet, the biggest sea force ever mustered by the U.S. Navy ; covering the landings a battleship blazed a broadside (3). *Photos, Planet News, Paul Popper. Map by courtesy of The Evening Standard*



Nemesis Trails More Infamous Nazi Ex-Leaders

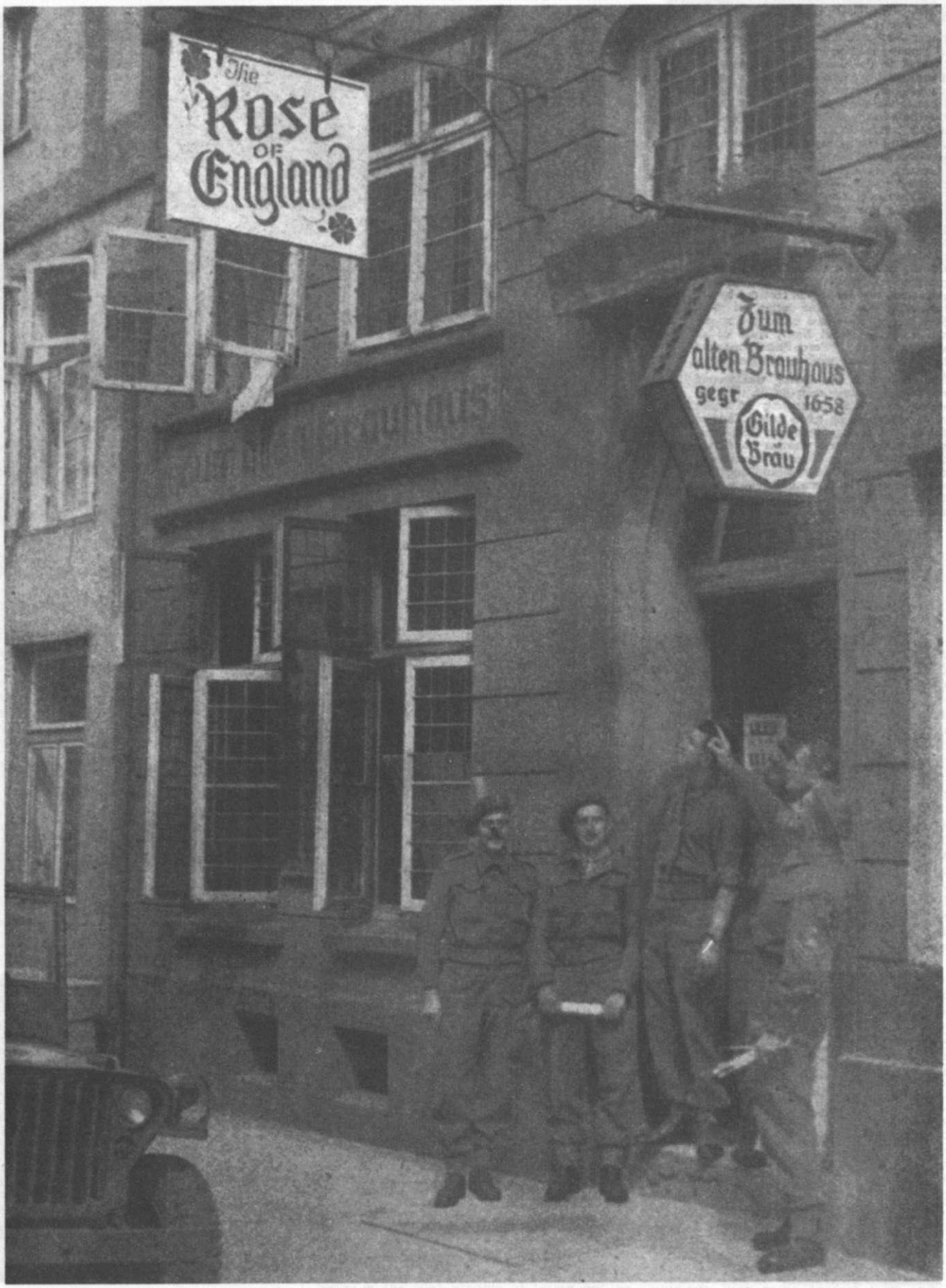
COVERED by a British Bren-gunner (1) are three members of the self-styled German "Government" at Flensburg—Albert Speer (Armaments Minister), Admiral Dönitz, and General Jodl—after their arrest, with three hundred of their officials, on May 23, 1945. Some of the Germans were still half-clothed when lined up, hands-on-head, in a corridor of their H.Q. (2).

Heinrich Himmler, Gestapo and S.S. chief, lay dead (3) at British 2nd Army H.Q. at Luneburg on May 23, less than 30 hours after being detained at Bremervoerde by our Field Security Police; he had swallowed a capsule of cyanide of potassium. See also illus. page 84.

Last hut of the Belsen concentration camp (see illus. page 50) went up in flames on May 21, by Allied orders (4).

Photos, British Official, British Newspaper Pool, Associated Press

London Bus-Driver Runs 'Local' in Luneburg



MINE HOST OF THIS OLD GERMAN TAVERN, now under British management serving beer, tea, cakes and rolls to the 1114 Heavy A.A. Regiment, Royal Artillery, is Sgt. W. H. Ellis, who in civilian life drove a London bus. Near to the scene of the Unconditional Surrender, as a club-house with rooms for reading and writing it is an unqualified success. And the N.C.O. artist (right) is justifiably proud of the new signboard to which he is pointing and which is his own inspired handiwork.

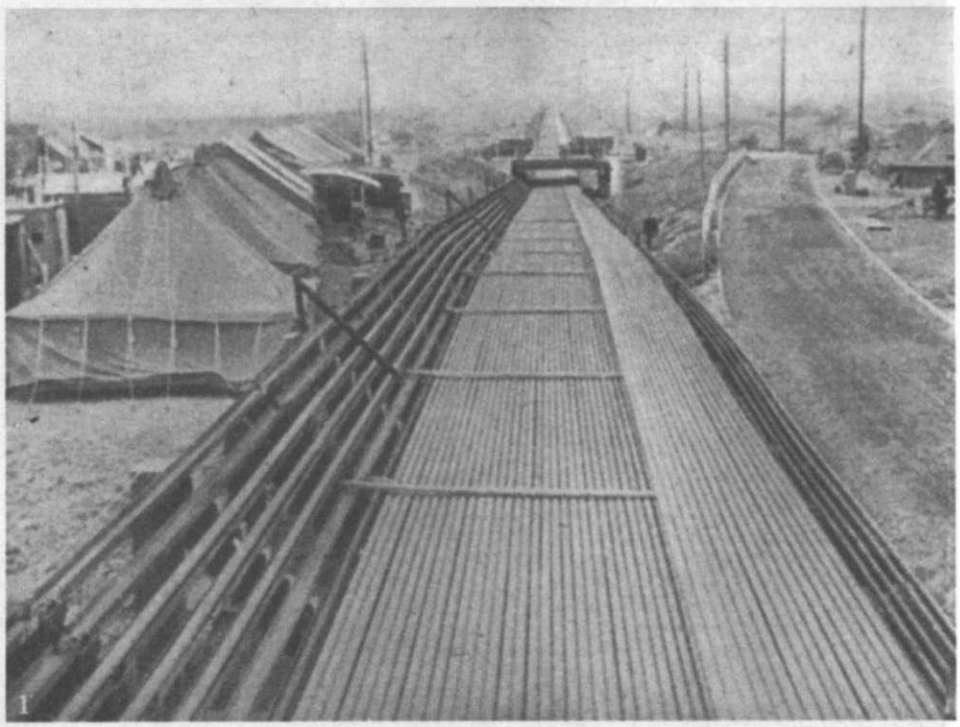
Photo, British Newspaper Pool

Now It Can Be Told: 'Operation Pluto'

ONE OF THE GREATEST supply stories of the war was released on May 23, 1945, when the existence of an oil pipeline system across the bed of the Channel to the Continent was revealed. This all-British triumph of engineering and seamanship, known officially as Operation Pluto, solved one of the master problems of the whole war, enabling 1,000,000 gallons of petrol to be pumped daily, from a few weeks after D-Day, through the submarine pipe-way into France and later deep into Germany, supplying the entire petrol requirements of Montgomery's Armies. By V Day over 120,000,000 gallons had thus been transported.

From tankers discharging at our ports the petrol was conveyed across Britain, through a network of pipelines, to cleverly concealed coastal high-pressure pumping stations, staffed by R.A.S.C. personnel, whence it was received by the submarine pipes. The latter, of 3-in. steel tubing, were laid under the supervision of the Royal Navy, ships of all sizes, comprising "Force Pluto," manned by Merchant Navy seamen, being engaged.

For paying-out, the tubing was wound on floating drums each 40 ft. in diameter, 60 ft. long, carrying 70 miles of it, and weighing 1,600 tons. Many of the various laying operations were completed under adverse weather conditions and against strong tides; 500 miles of this pipeline were laid between Dungeness and Boulogne, to name only two points. The title "Pluto" is made up of the initial letters of Pipe Line Under The Ocean.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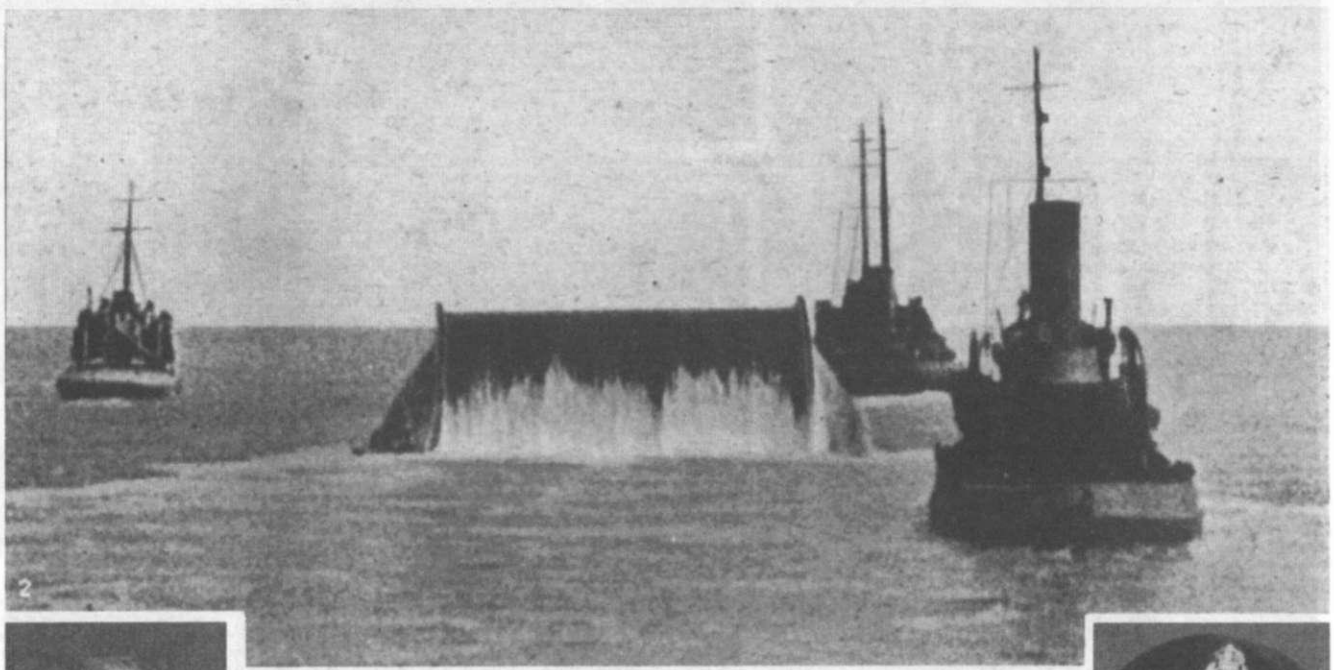
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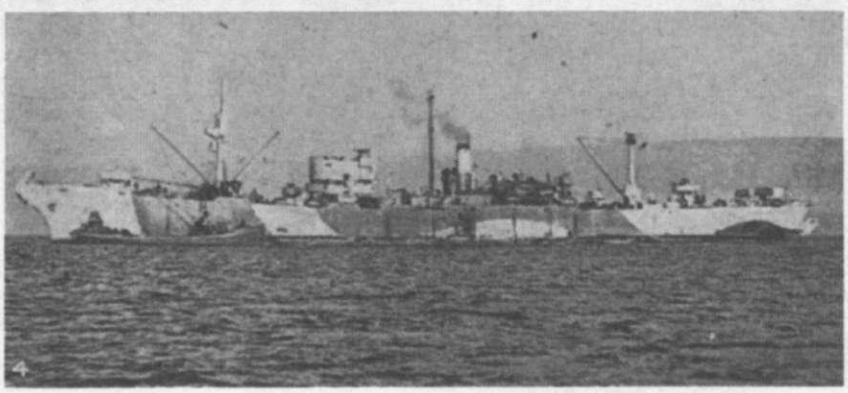
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TWO HUNDRED MILES OF PIPELINE in three-quarter-mile sections (1) stowed on the English coast, ready for welding into continuous lengths of 30 miles or more, then to be wound on floating drums or "Conuns" (H.M.S. Conundrums), one of which, laying its line as it goes, is seen (2) being towed across Channel. Cable used in the operation was developed by Mr. A. C. Hartley (3). Force Pluto was under Capt. J. F. Hutchings, C.B.E., D.S.O., R.N. (5). H.M.S. Latimer (4) was one of the ships engaged.

Photos, British Official, G.P.U., News Chronicle

I WAS THERE! Eye Witness Stories of the War

How Germany's Vaunted Underwater Navy Died

First U-boat to come to London in the Second Great War was the U 776. Escorted by a Navy sloop, the dark grey shape that our merchant seamen know so well was in the Thames on May 22, 1945, heading (as told by Rosemary Hirst of The Evening Standard) for the spot where she was to tie up at Westminster Pier. See also illus. page 102.

Lieut.-Cmdr. P. B. MARRIOTT, D.S.O., R.N., in the control-room of the surrendered U 776 which he brought from Weymouth to London, as narrated here. *Photo, Kingstone*

I WENT to meet the submarine in the cutter which was taking the river pilot aboard. It was a grey morning, with fine rain hanging over the quiet basin. The river was "sleepy" after the Whitsun holiday. As the pilot cutter left Royal Terrace Pier crews from tugs and merchant ships were coming out on deck, rubbing their hair and yawning ; other men on the wharves were smoking and talking. All were soon peering down river for the first sign of U 776.

Her escort, who had brought her round during the night from Weymouth Bay, slowed down beyond the Fort, gave a parting salute and departed. U 776 came up river alone, looking the evil thing she was—fast and heavily armed for so small a vessel. She has been left just as surrendered for us to see.

She was a minelayer. On her fore-deck, rendered harmless, are the dozen acoustic "oyster" mines she hoped to lay for our shipping off the south-west coast of Ireland. She was a sink-at-sight destroyer. Aft is still her gun, pointed in menace. Three anti-aircraft guns she has abaft her conning tower. It is fitting that London should see her, for U 776, a comparatively new 500-tonner, was commissioned while Hitler hoped to head the R.A.F. off his U-boat nests with V1.

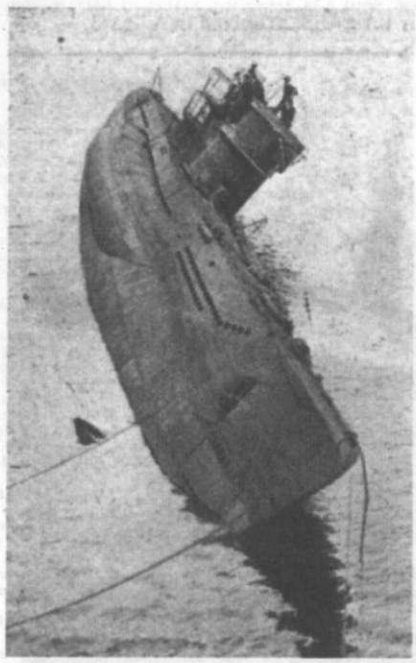
She surrendered to a naval sloop off Weymouth before she had time to do any harm. It is fitting, too, that Captain E. R. Ferguson, a Gravesend man, should be the lucky river pilot to bring her in. He has been a waterman for 22 years. His father was a Trinity House pilot. Captain Ferguson was piloting river traffic safely to the docks all through the blitz. He never spent a night away from the river. He was in the Merchant Navy in the last war ; was torpedoed in the Bristol Channel and shelled in the Mediterranean by German submarines.

"This is the greatest pleasure I have had in my life," he said, as our cutter drew nearer. We could see clearly now the White Ensign she was flying, and on her bridge the cap of the young officer who commanded her. She had slowed down to four knots to pick us up, but we were going down-tide, and her slim lines gave her a greyhound speed.

The cutter circled round and drew alongside, both vessels keeping speed and station. The young commander jumped down on the submarine's fore-deck, looking pink and smiling after his all-night trip. "Morning, pilot !" he called cheerily. The grey U-boat, small as she is, looked huge and slim by our side. Captain Ferguson leapt nine feet from our deck, catching the chains on her deck side to steady himself, and scrambled briskly up to the bridge.

"Have you a sea pilot to come off, sir ?" we called. "No fear—came up ourselves," called the commander, and with a wave he, too, disappeared to the bridge. As we drew away she rang down for more speed; and, fast as was our launch, she left us, as it seemed, all standing. As she gathered speed for her 30-mile trip up to Westminster, I saw the silent crowd gathered thickly on the river banks.

Ships' crews, too, were silent. Not a cheer, not a siren. It was too great a day for every man on the river for much speech. The submarine's engines, powerful and silent, carried U 776 swiftly up the river. *In such simple scenes as these the German navy dies.*



STRANDED IN THAMES MUD at low tide, the U 776 heeled over to port a few hours after her arrival at Westminster Pier. *Photo, The Daily Herald*

We Found a U-Boat Nest in Bergen Harbour

The secrets of a practically invulnerable concrete U-boat pen in Bergen Harbour, Norway, which after the liberation of France became Dönitz's main advance U-boat base, were being unearthed on May 23, 1945, by Capt. D. B. Nicholson, R.N.V.R., head of the Allied Naval Control Commission in Bergen, as told by W. E. Mundy, of The Daily Telegraph.

WITH British naval members of the Commission, I have just been taken through this huge concrete bunker on the first Allied visit of inspection. We drove up to the German guardhouse outside the gate of Bergen Harbour, where the U-boat pens are situated. Inside the car were Lt. A. J. Sumption, R.N.V.R., who has commanded submarines throughout this war, and an armed Royal Naval escort of one petty officer and a submarine rating.

A young German guard refused to open the gate and stared at us truculently. Lt. Sumption remained in the car and quietly said : "Open the gate immediately, and then fetch your superior officer to me." The German hesitated, but Lt. Sumption stared him down and the German obeyed.

We drove through down a long narrow drive to the entrance of the pens, where we stopped the car and got out. The drive was completely walled in with concrete from six to ten feet thick as protection against lateral blast. The Bergen bunker is built up above water level on the dockside and is not cut into the sides of the fjord. The whole bunker is about the height of a three to four-storeyed building. It is made of concrete into the shape of a solid rectangular box.

Already the solid concrete roof is at least 18 feet thick, and up to the time of the surrender work was still in progress on the top of the bunker. If the Germans were able to refit nearly a dozen U-boats at a time in practical safety under the heaviest air attack, then the Bergen bunker is something for our naval and air experts to examine !

Inside, the bunker is divided into seven pens. All the U-boats had been moved out into the open harbour before our arrival. Powerful flood lighting turned the darkness almost into day. Some bunkers had a sliding crane in the roof capable of lifting out the heaviest machinery and torpedoes. Three were single pens for one U-boat, but three others could hold two U-boats each.

One pen was fitted as a dry dock and others only needed water-tight doors to transform them into dry docks. In short, at least nine, or probably 11, U-boats could be serviced in the pens. Master switches could immediately black-out the whole bunker during an air alarm, but I noticed that huge black-out curtains could be draped over the entrances to enable work to proceed during the night.

Mobile power lines could carry current direct to the U-boats for welding repairs. If Lt. Sumption asked something to which the German would not or could not answer, the German had the stock answer : "I do not know. I am a U-boat commander, not a landsman." Dönitz provided every comfort for U-boat crews. They had at least fourteen days leave after each patrol, and once they docked they were taken to rest hotels, in the mountains above Bergen, established in peacetime for winter sports.

R.A.F. Lancasters and Halifaxes made a heavy attack on Bergen harbour last October, and a German U-boat engineer told me that bomb damage to the harbour installations halted the operational use of the pens "for some time." The U-boats, later widely dispersed under camouflage hoods along the fjord, were difficult to observe from the air.

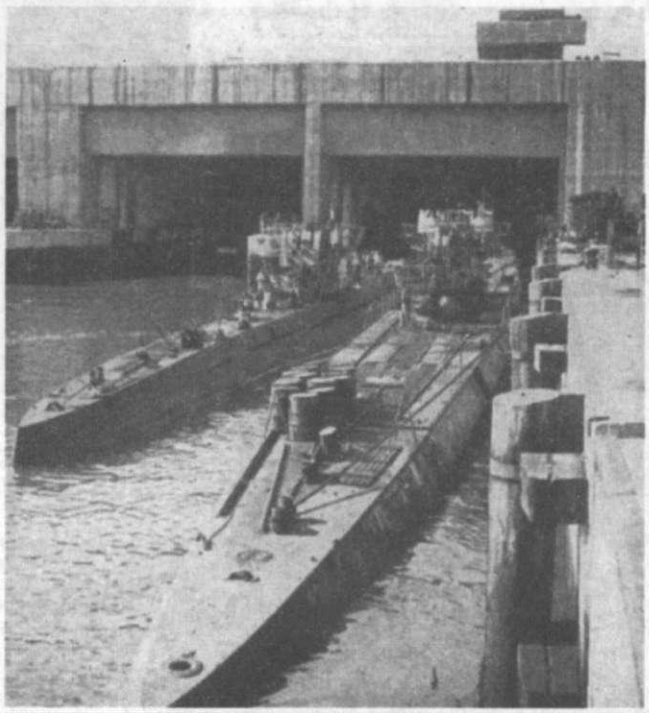
I COULD see only one direct penetration of the Bergen U-boat bunkers. This was in one pen and measured about three feet by nine feet, but is now filled in. Outside the bunker lies a scene of devastation, mostly the result of the R.A.F. raids, but some undoubtedly was caused by the explosion of a German ammunition ship in Bergen harbour last year.

All the harbour buildings are smashed flat by air attack; except for some new concrete buildings, with walls 15 feet thick, which appear undamaged. Some U-boats lie crippled, with bomb hits, and have been left where they lie. The dry dock is half

submerged, with a submarine lying inside. Four U-boats are tied up in a bunch, under repairs. They had been hit where they lie.

As we walked through the harbour it was a desolate sight. Rain poured down. German naval personnel, most of them youths, armed to the teeth, stood around watching us.

In Bergen town the Royal Navy members of the Allied Submarine Disarmament Commission are installed in the offices of the S.S. chief, who must have left in a hurry. One of my happiest moments in the last five years was to watch a young British submarine rating writing a letter to his girl on German notepaper headed: "Der Höhere S.S. und Polizeiführer Bergen." I typed this story on similar paper.



U-BOAT NEST AT TRONDHEIM, Norway, with solid concrete roof. A visit to Dönitz's main advance U-boat base in Norway is described in story commencing in page 121. *Photo, British Official*

Blasted for Hours Off the Coast of Japan

How Japanese bombs struck the 27,000-tons aircraft-carrier U.S.S. Franklin on March 19, about 60 miles off the southern coast of Japan, causing one of the most appalling losses of American lives in naval history, is narrated by Pacific War Correspondent Alvin S. McCoy, by arrangement with I.N.S. The carrier's own bombs and a vast quantity of octane gas oil blasted her near to complete destruction. **See also illus. page 125.**

I WAS the only war correspondent aboard, a dazed survivor of the holocaust only because I was below decks at breakfast in the unhit area. The rescue of the crippled carrier, towed flaming and smoking from the very shores of Japan, and the saving of more than 800 men fished from the sea by protecting cruisers and destroyers, will be an epic of naval warfare.

Heads bobbed in the water for miles behind the carrier. Men floated on rafts or swam about in the bitterly cold water to seize lifelines from the rescue ships and be hauled aboard. The official loss of life will be announced by the Navy Department in Washington. Unofficial figures at the time showed 949 dead, more than 221 wounded.

Scenes of indescribable horror swept the ship. Men were blown off the flight deck into the sea. Some were burned to cinders in the searing white-hot flash of flame that swept the hangar deck. Others were trapped in the compartments below and suffocated by smoke. Scores were drowned, and others torn by exploding shells and bombs.

Countless deeds of heroism and superb seamanship saved the carrier and about two-thirds of the ship's complement of more than 2,500. The tenacity of the Franklin's skipper, Captain L. E. Gehres, who refused to abandon the ship and accept the aid of protecting ships and planes, virtually snatched the carrier from Japanese waters to be repaired so that she can fight again.

Fire and damage control parties who stuck with the ship performed valiantly. The carrier was all but abandoned, although the "abandon ship" order was never given. An air group and about 1,500 of the crew were sent to the U.S.S. Santa Fé. A skeleton crew of some 690 remained aboard to try to save the ship as it listed nearly twenty degrees. The Franklin's aircraft which were airborne landed safely on other carriers.

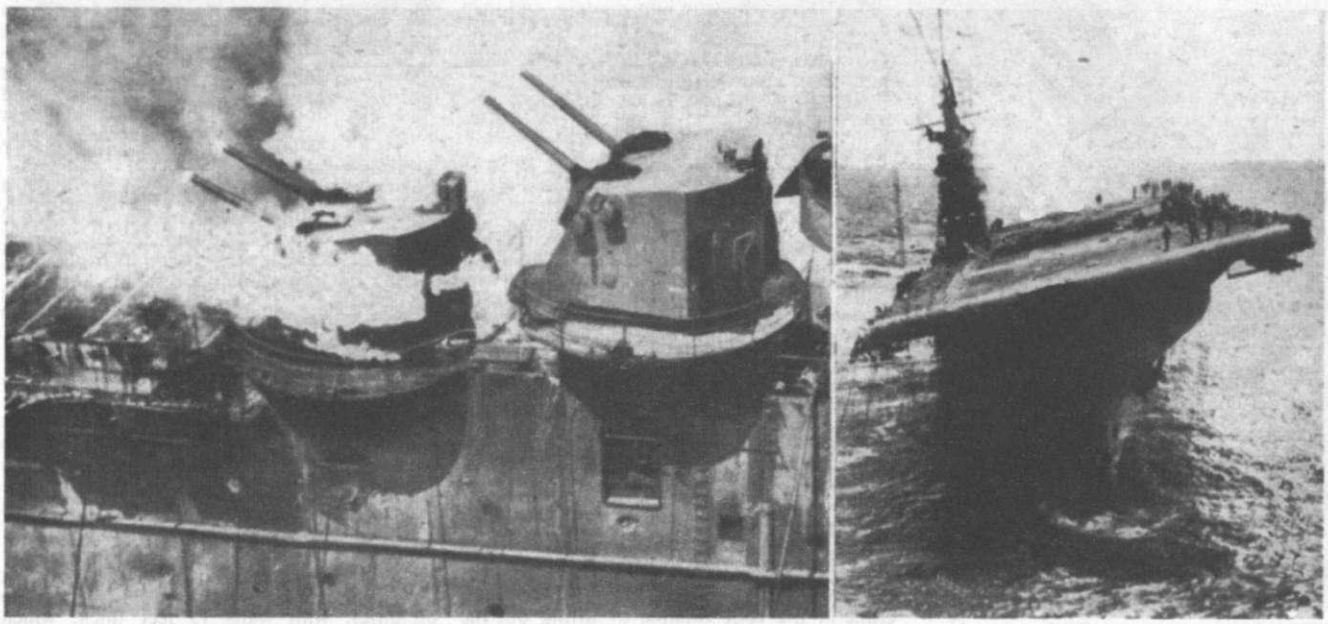
3,000-Miles Crawl to Pearl Harbour

Navy officials said the Franklin took more punishment than any other ship has ever taken and yet remained afloat. It was her own highly destructive bombs and rockets that created the havoc. A Japanese plane launched its bombs at the precise moment when it would cause most destruction.

The tragedy took place during the early hours of March 19 when the Franklin was about sixty miles off Japan. Combat patrol planes and fighters had been launched long before dawn. A powerful striking force of planes loaded with all the munitions they could possibly carry began launching about seven o'clock. The sky was dull and overcast. Eight Corsair fighters and eight or nine Hell-diver bombers had already roared off the decks. Other planes were massed aft and loaded with bombs and rockets. It was at this moment that Japanese planes flew in undetected and discharged their bombs.

Reuters correspondent at Pearl Harbour continues the story:

When the Franklin steamed in here—a mass of twisted, blackened steel hardly recognizable as a ship of war—the dead were still being dug out of the tangled ironwork. Having survived five more dive-bombing attacks she had crawled the 3,000-odd miles to Pearl Harbour under her own steam. And, still under her own steam, she left next day for a U.S. mainland naval yard.



FLAMES WREATHED THE GUN TURRETS OF THE U.S. CARRIER FRANKLIN after she had been set ablaze (left) by a Japanese dive-bomber when a task force of Vice-Admiral Mark Mitscher's Pacific Fleet struck at Tokyo. Surviving the explosion of 200,000 lb. of her own bombs, shells, bullets and petrol, and suffering over 1,000 casualties, including 832 dead or missing, she listed badly (right) on her 3,000-mile voyage to Pearl Harbour under her own steam. **See story above and illus. page 125.**

Photos, U.S. Navy

We Sent a Jap 'Island' to the Bed of the Sea

British submarines engaged in Far Eastern waters regard curious episodes as the rule rather than the exception. Lieut. A. C. Chandler, R.N.R., tells of the phenomenon encountered during a patrol on which the submarine of which he is the commanding officer destroyed 20 Japanese coastal craft and set shore installations ablaze with gunfire. Commander A.R. Hezlet, D.S.O., D.S.C., R.N., relates another surprising story.

Lieut.-Cmdr. A. R. HEZLET, D.S.O., D.S.C., R.N., commanding officer of a British submarine, relates here remarkable experiences of undersea warfare. *Photo, British Official*

I WAS called to the periscope by the officer of the watch to look at something which he described as "queer," and I saw what appeared to be an island, with two palm trees and hibiscus and other foliage entwining them. The "island" was moving rapidly about a mile from us. After I had been studying this phenomenon for a little while, a number of heads became visible among the foliage, and I knew then that it was a Japanese landing craft of large size.

It was loaded with stores and crowded with at least 100 Japanese troops. We surfaced about a thousand yards on the starboard quarter of this "Coconut Grove," and opened fire with our 4-in. gun and Oerlikon. On sighting me the enemy turned hard to port, but the second round of 4-in. hit him right aft. With a terrific explosion the stern blew off, and up went stores and Japanese in a great column of flame.

Japanese troops left in the forward half of the vessel hastily put on their life-jackets and jumped overboard. By this time, after continuous pounding by our gun, there was nothing left of the craft, but a sheet of flame over a large area sent up a wide column of smoke 100 feet high. It was obvious that the draft had been carrying a quantity of petrol besides other stores and troops. Even if survivors had been willing to be picked up it was almost impossible to get near them owing to the flames that were leaping up savagely around the wreckage.

GUN CREW AND AMMUNITION PARTY of a British submarine which tried to rescue survivors of a sunk Japanese ship, only to see them deliberately attempt to drown themselves. It was announced on June 1, 1945, that Allied naval losses—excluding those of the U.S.—from Sept. 1939 to May 1945 included 77 submarines. *Photo, British Official*

Deliberately gulping mouthfuls of water and flinging up their arms in an effort to drown, scores of Japanese sailors committed suicide when their ship was sunk, as told by the Commanding Officer of the submarine which tried to pick them up—Commander Hezlet, D.S.O., D.S.C., R.N.:

It was one of the most fantastic sights I have ever seen. We had sighted a Japanese submarine-chaser on the point of entering harbour, and we surfaced and engaged her by gunfire. With our fifth round, at just over a mile, we scored a hit on her bridge, probably killing the captain. For twenty-five minutes we manoeuvred around the chaser, exchanging shots at close range, until she became completely out of control and nearly collided with us. In the end she turned over and slid into the sea, bows first.

The survivors made no attempt to save themselves when we stood by to pick them up. We threw a line to one sailor who was wounded and who didn't appear to be trying to drown himself like the rest. He grasped it, but one of his "chums" tried to wrest it out of his hands. We succeeded in pulling him inboard, however, while the other chap threw up his arms, took in mouthfuls of water and sank. The Japanese prisoner, thinking he was going to be executed, was terrified at first, but when treatment was given to his wounds, he actually smiled. Later, we put him to work polishing brass in the engine-room.

On another occasion recently Commander Hezlet's submarine sighted through the periscope a convoy of coasters, escorted by two motor torpedo boats and a twin-engined bomber:

We remained submerged, and attacked with torpedoes. After one of the M.T.B.' had passed overhead, we fired. A minute or so later there was a dull explosion. But we were in only 12 fathoms and we lost depth immediately after firing. We grounded for'ard with only sufficient water above us to cover the hull. A quick observation through the periscope showed me that one of the coasters had been hit and that her bridge was awash. By bumping along the sea-bed we eventually got into deeper water.

OUR DIARY OF THE WAR

MAY 23, Wednesday *1,263rd day of War against Japan*

Germany. — Himmler committed suicide after capture. Members of Dönitz's "acting government" and German High Command arrested in Flensburg.

Japan.—550 Super-Fortresses attacked Tokyo with fire-bombs.

Home Front.—Mr. Churchill tendered resignation to the King and was invited to form a new administration in place of Coalition.

MAY 24, Thursday *1,264th day*

Austria.—Field-Marshal Alexander issued proclamation of military government in part of Austria occupied by 8th Army.

Ryukyu Islands.—At night Japanese made "suicide assault" with planes carrying troops, on U.S. airfields and shipping in Okinawa area.

Burma.—14th Army troops reached inland port of Bassein.

MAY 25, Friday *1,265th day*

France.—In Paris, Field-Marshal Montgomery received Grand Cross of Legion of Honour from General de Gaulle.

Japan.—500 Super-Fortresses dropped another 4,000 tons of incendiaries on Tokyo.

MAY 26, Saturday *1,266th day*

Germany.—Gen. Eisenhower moved his H.Q. from Rheims to Frankfort-on-Main.

Norway.—Vidkun Quisling appeared in Oslo court for preliminary investigation.

U.S.A.—Announced that Gen. Doolittle would lead U.S. 8th Air Force in Pacific.

MAY 27, Sunday *1,267th day*

China.—Chinese troops entered Nanning, capital of Kwansi province.

MAY 28, Monday *1,268th day*

Japan.—Seaport of Yokohama attacked for first time by Super-Fortresses.

Pacific.—Vice-Admiral Rawlings, with units of British Pacific Fleet, arrived at Apra Harbour, Guam.

Home Front.—Ministry of Labour order relaxed control of engagement of labour.

Germany.—William Joyce ("Lord Haw-Haw") captured by British 2nd Army.

MAY 29, Tuesday *1,269th day*

Levant.—Fighting broke out in Damascus and other towns between French and Syrians.

MAY 30, Wednesday *1,270th day*

Germany.—Marshal Zhukov appointed Soviet representative on Allied Control Commission.

Ryukyu Islands.—On Okinawa, U.S. Marines captured Shuri Castle.

Levant.—Truce arranged in Damascus for evacuation of British and American civilians.

Persia.—Persian Foreign Minister demanded withdrawal of British, U.S. and Russian troops from Persia.

MAY 31, Thursday *1,271st day*

Levant.—"Cease fire" in Syria after intervention of British Government.

Burma.—U.S. Air Force units withdrawn from Eastern Air Command.

JUNE 1, Friday *1,272nd day*

Germany.—Berlin radio broadcast warning of reprisals for attacks on Soviet soldiers or officials.

Japan.—Osaka heavily attacked by Super-Fortresses with incendiaries.

Burma.—Announced that new British Army, 12th, formed under Lieut.-Gen. Sir Montagu Stopford.

JUNE 2, Saturday *1,273rd day*

Ryukyu Islands.—U.S. troops captured Shikiya town on Okinawa.

JUNE 3, Sunday *1,274th day*

Levant.—French troops in Damascus escorted from city by British.

Japan.—U.S. carrier-aircraft attacked "suicide plane" bases on Kyushu.

JUNE 4, Monday *1,275th day*

Japan.—Kobé attacked by 450 Super-Fortresses with incendiary bombs.

Pacific.—U.S. Navy Dept. announced loss of two destroyers off Okinawa.

JUNE 5, Tuesday *1,276th day*

Germany.—Eisenhower, Montgomery, Zhukov and Lattre de Tassigny signed in Berlin declaration of assumption of supreme authority in Germany by governments of their countries.

Sea.—Mr. Churchill disclosed transfer of British warships to Russian fleet

Flash-backs

1940

May 28. *Belgians capitulated.*
June 4. *Evacuation of 335,000 troops from Dunkirk completed.*
June 5. *Opening of Battle of France on lines of Somme and Aisne.*

1941

May 24. *H.M.S. Hood sunk off Greenland, engaging Bismarck.*
May 27. *Bismarck sunk.*
June 1. *Clothes rationing came into effect in United Kingdom.*

1942

May 26. *Twenty-year Anglo-Soviet Treaty signed in London.*
May 30. *First R.A.F. 1,000-bomber raid made on Cologne.*
June 4. *Battle of Midway Island began; ended in Japanese defeat.*

1943

May 29. *Organized Japanese resistance ended on Attu, Aleutians.*
June 1. *Heavy naval and air bombardment of Pantelleria began.*

1944

May 25. *5th Army in Italy joined up with Anzio beach-head patrols.*
June 4. *Allies entered Rome.*

With Our Airmen Today

By CAPT.
NORMAN MACMILLAN
M.C., A.F.C.

JAPAN'S air position is like that of Germany about a year ago. British and American aircraft, both carrier-borne and land-based, are smashing Japanese home airfields and pounding Japanese aircraft factories. Britain's contribution to this campaign has so far been made by the Fleet Air Arm, but no doubt British heavy land-based bombers will soon join in. They are the only aircraft so far available to carry the 5½ and 10-ton bombs, developed for the R.A.F., which played such a notable part in the final destruction of German heavy warships, submarine pens, viaducts, canals and industry.

Although the Lancasters that attacked the Tirpitz made a round flight of about 2,000 miles, the striking ranges in the Pacific have hitherto been rather too stretched for the special features of British heavy bombers to be advantageously employed. For them to maintain a steady pounding of Japanese targets it would certainly be better to be able to operate at shorter range. From Okinawa (see illus. page 117) they could be used with great efficiency. That opportunity should be not far distant now, and the R.A.F.'s heavy bombs would accelerate the downfall of Japan as surely and spectacularly as they aided the downfall of Germany.

HALIFAX BOMBER CARRIES FREIGHT in its bomb bay and eleven passengers in the fuselage as part of the Handley Page contribution to civil air transport. With a load of 12,000 lb. it has a range of 1,850 miles; the bomb bay, redesigned as a freight boat, is seen in lowered position. *Photo, C. E. Brown*
See also page 534, Vol. 6

DISINTEGRATION of Japan's Air Strength is Proceeding Briskly

The figures of U.S. naval aircraft losses and those inflicted on the Japanese by American naval aviation indicate plainly that in the Far East the process of disintegration of Japan's air strength has proceeded along the road to its final demise. By April 1, 1945, the total U.S. Navy and Marine Corps aircraft losses for the Pacific war were 2,070 against a Japanese total of 11,601. In the first quarter of 1945 Japanese aircraft losses were 1,782 to the U.S. naval 188. From the beginning of the U.S. Navy's air offensive against the Japanese air forces the ratio of loss inflicted on the Japanese has risen from 3 to 1 to 9·4 to 1. (These figures do not include the losses inflicted and sustained by other Allied air formations.) In April the Japanese air force was estimated to have been reduced by 13 per cent; over 2,500 Jap aircraft were destroyed that month.

President Truman stated on June 1, 1945, that the Japanese "air force still comprises over 3,000 combat (i.e. first-line) planes." (That was about the Luftwaffe's strength after the break-through in Normandy nearly 12 months ago.) President Truman also said in his message to Congress, "We are cutting heavily into Japanese aircraft production through our Super-Fortress raids, but Japan remains capable of producing planes at the rate of 1,250 to 1,500 a month."

IN April, 20 U.S. air bombardment groups received orders to move from Europe via the U.S.A. to the Far East. At the beginning of June the Eighth Air Force (now being strengthened by the addition of Super-Fortresses), the U.S.A. 20th Bomber Command from India, and the U.S. Army air units of the British-American Eastern Air Command, were moving nearer to Japan. Eastern Air Command became a R.A.F. formation when Major-General George E. Stratemeyer, its former U.S. commander, was succeeded on May 31, 1945, by Air Marshal W. A. Coryton, his former assistant. General Stratemeyer said on leaving, "With the fall of Rangoon our mission in Burma is accomplished and our joint task fulfilled." He has been promoted to Lieut.-General.

The American Army Air Force did fine work in Burma. Both tactical and transport squadrons of the U.S.A. 10th A.F. played a decisive part in repulsing the Japanese from the North Burma-China border and in re-opening the overland route to China. A captured Japanese officer attributed the defeat of the Japanese army in Burma to the Allies' superior mobility. This mobility was due almost entirely to air supply, wherein the Allied Air Forces reached a new Burma record by exceeding a lift of 2,900 tons a day in April.

The end of the war in Europe and the change from the Allied Military Government of Germany to the Allied Control Commission (which will have an air formation not subject to the attrition of war with A. C. M. Sir Sholto Douglas as A.O.C.-in-C. British Air Forces in Germany) will enable large formations of the R.A.F. to be moved East to operate against the Japanese invaders of the Malayan peninsula and the Netherlands East Indies. It is not now a matter of sending three squadrons of medium bombers from the Middle East, as was the case at the end of 1941; huge air forces with powerful aircraft are available. Probably the greatest need is the creation of new airfields, so there should be more work than ever for airfield construction companies.

While desperate fighting continues for the possession of all Okinawa, British carrier aircraft continue to bomb airfields in the Sakashima group, while U.S. carrier aircraft attack airfields in Kyushu, both to neutralize the Japanese counter-air offensive against the American forces fighting on Okinawa. The Japanese suicide airmen flying their Kamikaze aircraft right on to the decks of aircraft carriers have attempted to prevent this Allied intervention (see facing page). They have been reported to be using 500-lb. bombs in their suicide attacks. These would not be deadly against the big British Fleet carriers (the Indefatigable, Indomitable, Victorious and Illustrious have been named as serving in the Pacific Task Force), for these ships have armoured flight decks. On May 25 ships of the U.S. Fleet shot down 111 Jap planes off Okinawa. Two hundred carrier planes were over South Japan on June 2.

MILITARY Targets in Japan Hit With 58,000 Tons in March-May

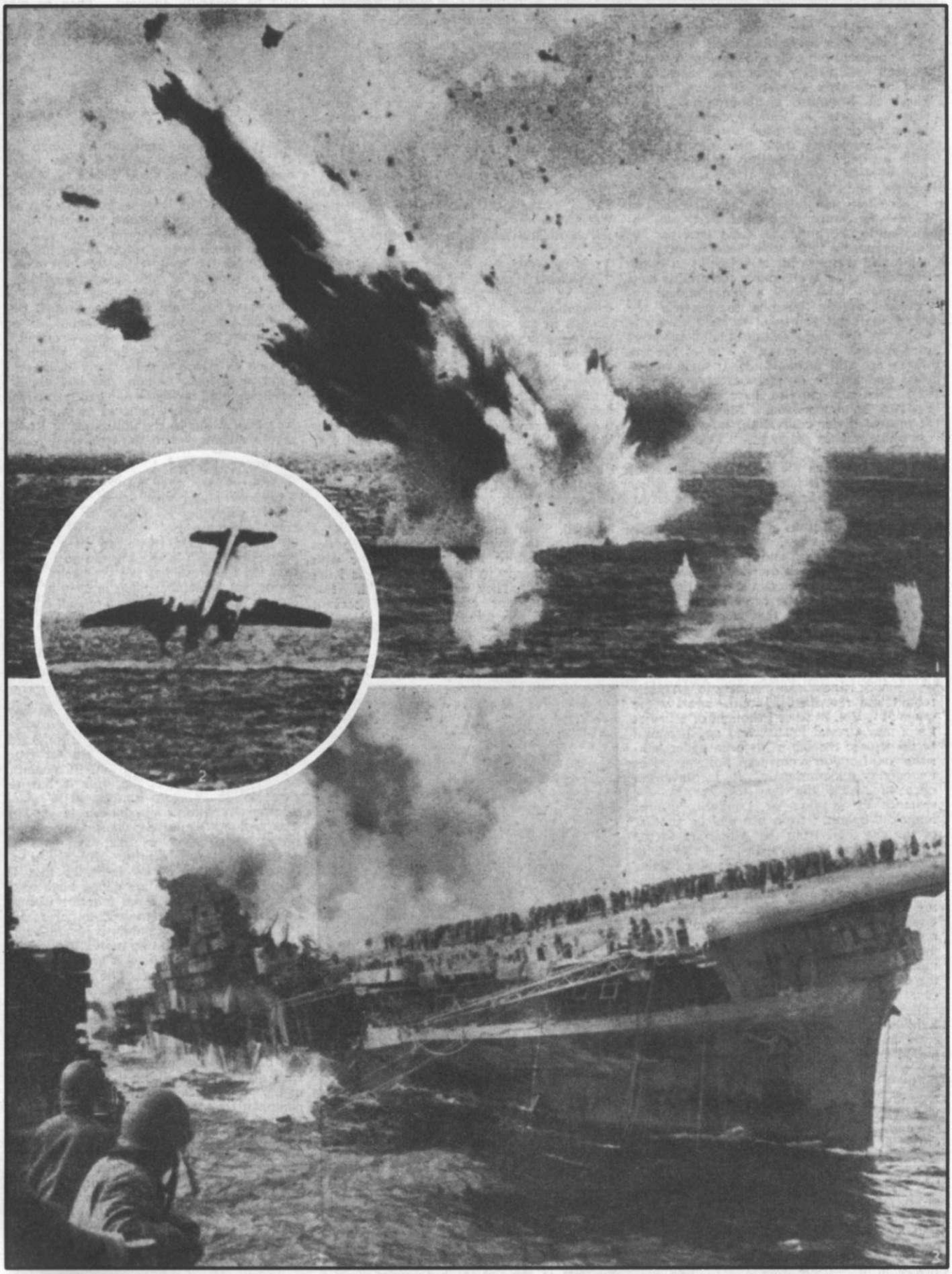
Meanwhile, the air war against Japanese industry goes on from the Marianas and Iwojima. Attacks have been stepped up to sorties of 450 to 500 Super-Fortress bombers carrying greater weights of bombs than the 2,500 tons dropped by the R.A.F. on February 15, 1945, in Berlin's biggest raid. On May 16 Tokyo was attacked by a force from Iwojima. On May 16-17 500 Super-Forts dropped a million 6-lb. petrol-jelly bombs on Nagoya. Tokyo was the main target on May 19, but over 300 Super-Forts bombed Hamamatsu the same day; here, 30 miles south-east of Nagoya, were four airfields, a railway centre, textile and war industries. On May 23 and 25 Tokyo was attacked by 500 Super-Forts; on the first day 4,500 tons and on the second 4,000 tons of incendiaries fell.

On May 28 Yokohama was the target; 500 Super-Forts dropped 3,200 tons following neutralizing attacks against the Jap defence fighters by Iwojima-based Mustangs; 60,000 houses were destroyed and 250,000 persons rendered homeless. On June 1 Osaka received 3,275 tons of a new incendiary bomb called the M.74 containing a mixture of magnesium powder, phosphorus, and asphalt-thickened petrol jelly (see page 116); 150 fighters accompanied the 450 Super-Forts that made the raid; and 86 square miles of the city were reduced to ashes. Nearby Sakai was also burning. Over 58,000 tons of bombs were dropped on Japanese military targets in the three months March to May, and at least 43 of Japan's biggest war factories were hit. The Japanese aircraft industry has been ordered to disperse still more and increase fighter production. Fifty-one square miles of Tokyo and about half Yokohama are destroyed.

THE airman's worst enemy, ground fog, has been defeated by the war development of petrol burner apparatus around airfield runways. Known as FIDO, from its war-time code name of Fog Investigation Disposal Operation, the apparatus uses 70,000 gallons of fuel an hour to clear fog by heat. First successful experiment was on November 4, 1942. First experimental fog landing was on July 17, 1943. Since then more than 2,500 Allied aircraft have been safely landed in fog. This British-developed apparatus helped to foil Rundstedt's offensive, which was launched in fog.

The first R.C.A.F. squadron to return home (15 Lancasters) left Britain on June 4.

Death-Plunge Tactics in Hot Pacific Battles



ATTEMPTING A SPECTACULAR SUICIDE DIVE on a U.S. task-force carrier, a Japanese twin-engined bomber was hit by Ack-Ack gunners on an Essex-type carrier nearby and disintegrated (1). The bomber is seen (2) in its last nose-dive. Driven forward by heat and flame, the crew of the U.S. carrier Franklin (see story in page 122) clustered on the listing flight-deck (3), after the vessel had been set ablaze on March 19, 1945. The cruiser Santa Fé (left) came alongside to help fight the fires and remove the wounded.

Photos, L.N.A., Central Press

Editor's Postscript

FOR nearly five years many simple pleasures were forbidden for complicated but only too obvious reasons. I mean such utterly innocuous, inexpensive and unobtrusive delights as sitting on the beach at Brighton, Eastbourne and other seaside resorts—or walking through Richmond Park. And now, every week-end, people are taking these pleasures again, a little warily, a little guiltily, as though the fruit were still forbidden, trying with varying success, amid the fragments of barbed wire, to accustom themselves to the attractions of a new freedom. Richmond Park was reopened to the public in good time for the rhododendrons, after some years as an Army camp and a centre for experiments in bomb disposal. Over Whitsuntide there must have been many who made a first tentative pilgrimage thither, anxious to discover the worst that had happened to their favourite walks in this most beautiful and generous of London's royal parks. Most of the old tracks are still recognizable, though roughened and a trifle overgrown. Army lorries and Bren-gun carriers have not left too marked an impression. Many acres are at present under cultivation, railed off, with apposite notices saying: "This crop is YOUR FOOD." Nobody will object to that, especially as the wonderful vistas for which the park is famous are all the richer by reason of the brilliant green of the crops. The Pen Ponds have been drained, presumably as too useful a guide for the Luftwaffe. White Lodge, where the Duke of Windsor was born, and the present King and Queen began their married life, has taken a bad knock. But you can still see the dome of St. Paul's from the brow of the hill by Richmond Gate, and that is something no man could be sure of when the gates were sealed in 1940.

AFTER the Crystal Palace, the Alexandra Palace is now also planning to get itself rebuilt and revivified. Months ago I wrote (page 511, Vol. 8) what I thought of schemes for a new Crystal Palace, and any proposal to perpetuate the life of its even uglier half-sister on London's northern horizon leaves me equally unenthusiastic. R. L. Stevenson once bracketed the two together in one sentence as symbols of London's utmost limits: "Behold! from one end to another of the city . . . from the Alexandra to the Crystal Palace, there is light!". I can claim a particular interest in the Alexandra Palace, for at one period of my life I was condemned to see it every time I looked out of my bedroom window, and, during the First Great War, to listen to the band playing there for the delectation of the German internees who peopled it! Just as the monster of Sydenham Hill commemorated the Great Exhibition of 1851, so the monster of Muswell Hill was reconstructed from the buildings that housed the International Exhibition of 1862. It had its big fire very early in its history, the first building being gutted a fortnight after its opening, in 1873. As a suburban musical and amusements centre it had its little heyday, but it never recovered from its treatment during the last war when it was occupied first by a crowd of German prisoners, then by an even bigger crowd of Civil servants.

SINCE then it has fallen into shabby neglect, and has long been just a great sprawl of ornamented nothingness, an off-white elephant of a place. The Grand Hall, when I last visited it, reminded me of an enormous provincial railway station without any railway in it. There was a sprinkling of ancient automatic machines and advertisements, and a few pieces of dusty and decaying plaster statuary. Then in 1936 whatever virtue of symmetry the exterior of the Alexandra Palace had possessed was destroyed by the B.B.C.'s giant television mast, shooting upwards from one of the corner towers, as disproportionate to the rest of the building as the building itself is to the rest of the landscape. Nevertheless, this was a sign of vitality. Television belongs to the future; the rest of the Palace belongs only too obviously to a not very glorious past. Might it not be the best hope for "Ally Pally," as the B.B.C. people call it, if it were given over entirely to the development of television and rebuilt to that purpose?

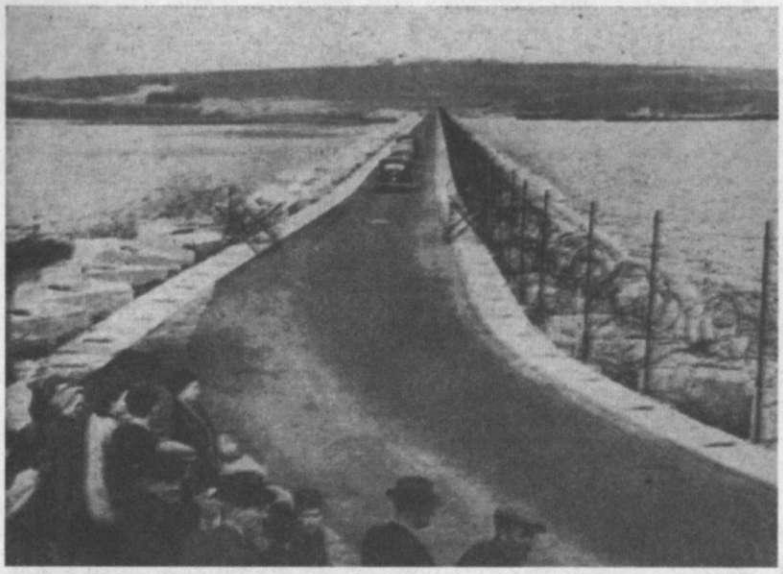
IT is recorded that when the young Queen Victoria returned to Buckingham Palace after all the pomp and ceremony of her coronation and all the acclamation of loyal citizens in the streets, the first thing she did was to put off her magnificent robes and bath her favourite dog, Dash. Another "royal" dog figured in a tailpiece—or should it be tail-wagging piece?—to the recent Victory celebrations in London. Again the scene was Buckingham Palace, the exterior this time. It was just after midnight at the end of V Day plus one. Their Majesties had acknowledged the greetings of their cheering subjects for the last time, the floodlights had been switched off, the crowds were quickly dispersing. But a few groups of people still lingered by the railings, vaguely disinclined, even in the face of the sudden blackness, to sever too abruptly those ties which seemed to bind the Londoner with peculiar intimacy to the persons of his King and Queen. They were rewarded. For presently a door opened and a servant appeared in the forecourt with a dog. It was Crackers, the Queen's Corgi, out for his nightly airing, probably somewhat impatient that it had been delayed so long. On this exceptional occasion Crackers was introduced to the people through the railings and was held up so that his handsome proportions could be generally admired. Then he was led back to bed. "Where does he sleep?" an over-inquisitive woman asked, and was courteously rebuked with, "I wouldn't like to tell you that, madam." Those who took part in this informal encounter with an important and privileged member of the Royal household found it a happy little anti-climax to all the tumult and the shouting.

MR. HERBERT MORRISON, Home Secretary since October 1940, leaving the Home Office on May 28, 1945, after he and the other Labour Ministers in the Cabinet had handed back their seals of office to H.M. the King. This followed Mr. Churchill's resignation five days earlier. *Photo, Keystone*

THAT persistent superstition which discourages three smokers from sharing one match was unknown before the 1914–18 war. It had a common-sense basis, for sad experience in the trenches of France proved that the extra split-second required for the lighting of a third cigarette was just long enough for an enemy sniper to get his sights trained on the spot. Has this war seen as firm a rooting of any new superstition, I wonder. Not so far as my inquiries go. The Navy has stuck to its traditional ones. The R.A.F., most likely source of new inventions in this line, seems content to cherish its beloved gremlins, which are devised to cover broadly every occasion of good or ill luck. Again, this war seems to have produced no myths or legends so circumstantial or so widely believed as those of the Angels of Mons or the thousands of Russian reinforcements "with snow on their boots" who were supposed to have been rushed through Great Britain in September 1914, or the theory that an undrowned Lord Kitchener would turn up at the war's end after completing a highly dangerous and complicated mission. Against these colourful credulities of 1914–18 we can set only a few promissory signs in the sky and an insistence that the full truth has not yet been revealed about that September night in 1940 when the church bells rang their warnings all over the West of England. But what need is there for legend, indeed, in a war that has been so generous with extravagant facts? What could be more pleasantly incredible than the mad flight of Rudolf Hess?

THE much-abused race of statisticians have, it appears, contrived a new yard-stick. It is called the "Net Reproduction Rate," and is now the accepted device for representing trends of population. Calculation of the figure is intricate, but it has one supreme advantage: it tells at a glance whether a nation's population is growing. The method employed takes into account births, expectation of life, age and sex distribution, and deaths. Briefly, a net reproduction rate of 1·0 indicates that the mothers in the nation are giving birth to the same number of potential mothers within a generation. That is to say, a net rate of 1·0 means that a community is just managing to reproduce itself and no more. If the figure is over 1·0 the population is growing; if less than 1·0 it is decreasing. The net Reproduction Rate of England and Wales in 1931–32, for instance, was ·81. This meant that the following generation would be a little over four-fifths of the 1931–32 generation. By the Net Reproduction Rate, therefore, we can compare one nation's population trend with another's. I glean these facts from a highly topical (and disturbing) sixpenny pamphlet by Mr. L. J. Cadbury, entitled This Question of Populations: Europe in 1970, which the News Chronicle has put out. Mr. Cadbury's population forecast of the Europe of 25 years hence is intimately bound up with any effective European settlement we may achieve—especially if we recall that from 1918–38 the populations of Southern and Eastern Europe alone increased by 20,000,000 and were virtually hemmed in. Fascism of any kind must not be allowed to provide the answer this time. Mr. Cadbury's solution would seem to be that of increasing industrialization.

North Pole to London With Our Roving Camera



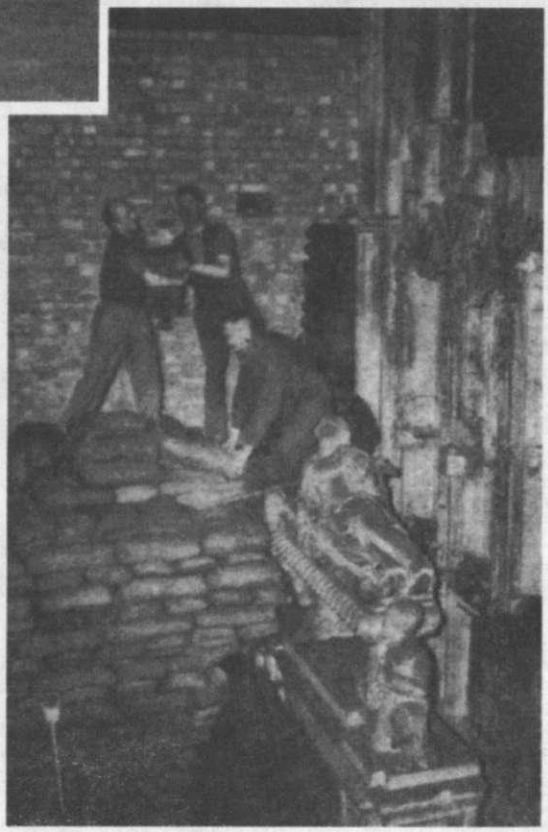
PROTECTING SCAPA FLOW, famous naval base in the Orkneys, against U-boats, barrier roadways had been laid across the neighbouring straits. One of the roadways formally opened to traffic by Mr. A. V. Alexander, early in May 1945.

NEW RAIL COACHES, seen being painted, were the first to be built by the L.M.S. in five years. A switch-over from war-production, they formed part of better travel facilities, providing seats for 33,000 passengers on this line.

IN WESTMINSTER ABBEY, workmen in late May began removing the 80,000 sandbags which had successfully protected the historic monuments against air-raid damage (below).

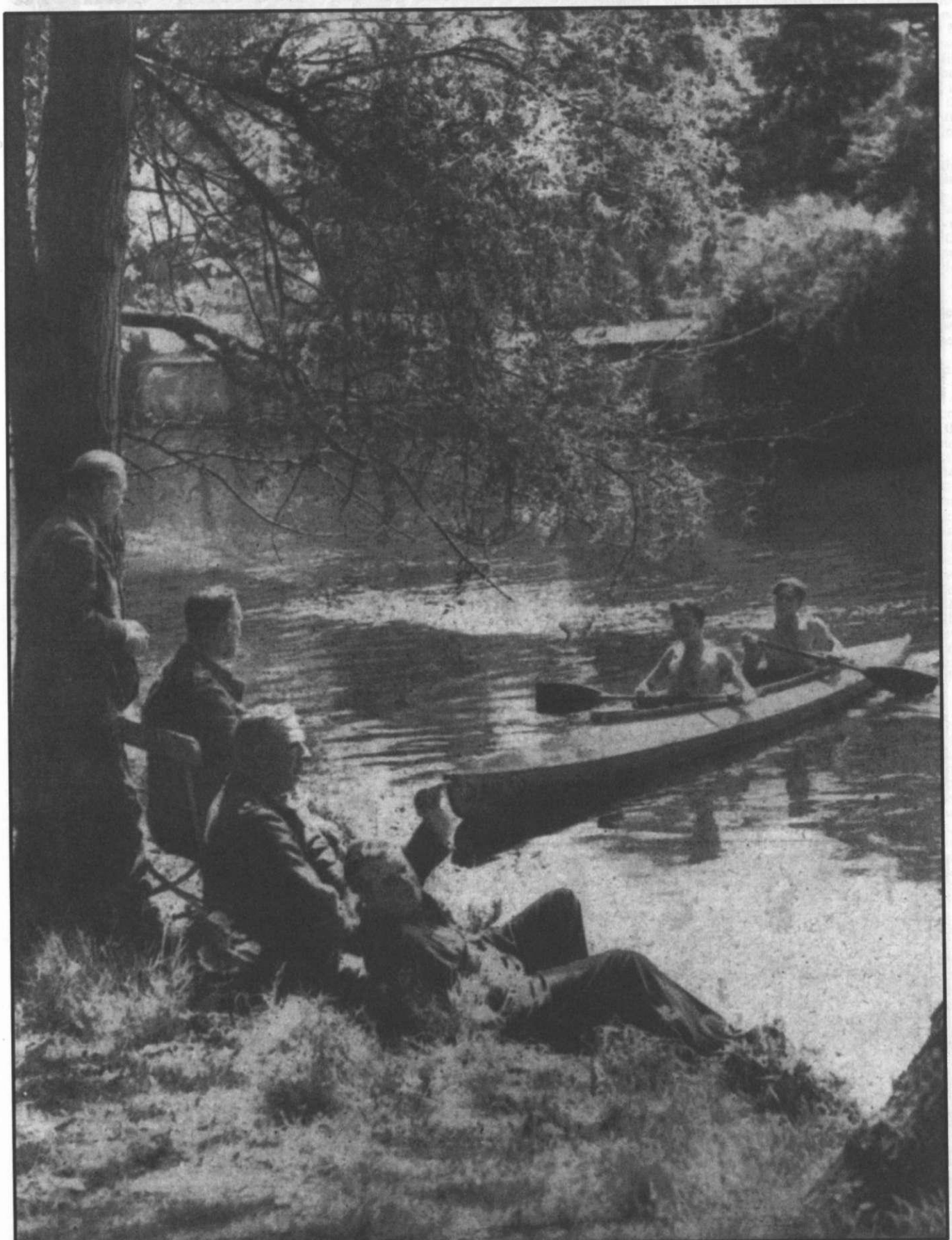
AFTER HER TRANS-POLAR FLIGHT, the R.A.F. Lancaster research plane Aries touched down at the Empire Air Navigation School at Shawbury, Shropshire, on May 26. She had flown non-stop from the Yukon over the N. magnetic and geographical poles.

GRATEFUL FOR W.V.S. HELP IN SEWING on badges and chevrons, these British ex-P.O.W. had been freed by the Red Army. Scheme for sending home 30,000 from Russian-held territory came into operation on May 23, 1945.



Photos, British Official, G.P.U., Planet News, Fox.

Riverside Respite for Our Men in Germany



BY THE SHADY BANKS OF THE RIVER ELBE men of the British 2nd Army relaxed during the heat-wave which spread over Germany immediately after the enemy's unconditional surrender. It was at the mouth of the Elbe, only a few days before, that—with the fall of Lübeck and Wismar on May 2, 1945, and of Hamburg twenty-four hours later—the whole northern German defence system collapsed under the crushing weight of Field-Marshal Montgomery's armies. See also illus. page 64.

Photo, British Newspaper Pool

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